

# 2018 Delta County Fair Demolition Derby

## OFFICIAL CAR CLASS RULES

**NOTHING OTHER THAN WHAT IS SPECIFIED IN THESE RULES IS ALLOWED.  
IF A CAR IS DISQUALIFIED, THE TEAM IS DISQUALIFIED!  
ALL RULES MUST BE FOLLOWED OR YOU/YOUR TEAM WILL NOT RUN.**

Rules adopted from Stirr'in Dirt. | Modified March 5, 2017

**All Judges decisions are FINAL.**

### **A. GENERAL RULES**

1. Contact Demolition Derby Superintendents Kristi St. Clair (970-201-8946) or Chance Fisher (970-835-3399) with any questions you have. If these rules or a phone call to a superintendent doesn't say you can do something, THEN DON'T. We can't stress enough to call first. Any changes to official rules will be posted to the Delta County Fair website at [www.deltacountyfair.com/derby.html](http://www.deltacountyfair.com/derby.html)
2. All drivers and pit crew must sign the driver/waiver paperwork or they will not drive in the event.
3. The driver must wear a seat belt, helmet, long sleeve heavy shirt, or racing type jacket, welding jacket etc, and goggles/glasses.
4. All Drivers and ONE crewmember must attend the driver's meeting.
5. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
6. **No drivers are allowed to consume alcohol - period. If you are wearing a driver's band and observed drinking ANY form of Alcohol, YOU (if team event AND YOUR TEAM) WILL BE DISQUALIFIED.**
7. **INSPECTIONS: ALL TEAMS MUST BE AT THE ARENA BY 3 PM. PITS WILL OPEN AT NOON.**
8. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by Delta County Fair appointed staff only. Everyone else will stay back until cars are deemed to be legal. If a car is disqualified the TEAM is disqualified

### **B. VEHICLES ALLOWED/PROHIBITED**

1. Any American make car can run with the following exceptions;
  - a. NO 2003 or newer FoMoCo frames,
  - b. NO 1973 or older Chrysler Imperials or Imperial sub-frames,
  - c. NO 4x4's, ambulances, hearses, trucks, limousines, etc.

### **C. CAR PREPARATION**

1. **NO PRERUNS!** No re-stubbing or re-clipping of any car. Original body and frame must be used.
2. All cars must be stock, unless modification is stated in these 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. You must have a number in **bright colors** on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
6. 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.
7. **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 or team will not run!!
8. You must have an air cleaner over the carburetor all at times during the event.
9. Anything can be removed; NOTHING can be added. Other than what is specified in these rules.

10. **Only the following aftermarket parts will be allowed:**

- a. Metal Gas tank,
- b. Transmission cooler,
- c. Fuel cooler,
- d. Brake & gas pedal,
- e. Shifter,
- f. Battery box,
- g. Steering column up to the steering box,
- h. Drive line/driveline brake,
- i. Lower saddle cradle,
- j. Motor,
- k. Rear ends (see rear end section),
- l. Seat and seat belt.
- m. **No steel transmission case parts or bells will be allowed.**

**D. FRAME**

**DO NOT ALTER OR WELD THE FRAME OTHER THAN WHAT IS LISTED**

1. **Frame Shortening**

- a. You may shorten the front frame only. You may cut the frame off flush with the front edge of the body mount hole, or up to the core support if there is no body mount hole. Lower core support must remain in its factory position whether welded or bolted. If it is a weld on mount leave the remaining portion of the body mount in place.
- b. **If you remove or alter the core support body mount completely or relocate it you will not run.**

2. **Frame Welding**

- a. No re-welding of any factory seams is allowed other than what is specified. If any welding on the frame that is not specified in the rules there will be a 3" on 3" off with full daylight slices in the illegal welded section of the frame.

3. **Rust Repair**

- a. **Call a Superintendent before fixing any rust on the frame.** Must provide pictures. The rust can be cut out a piece cut exactly to the hole size may be butt welded in with a ½" inspection hole in the middle of the patch.
- b. No changing or doubling of the rear package tray.

4. **Frame Shaping**

- a. No frame shaping is allowed.
- b. You may **COLD** tilt the frame at the transmission cross member area only. You must adhere to the bumper rule height.
- c. You may notch the frame in the trunk area only.
- d. No fresh paint or undercoating on the frames at all.
  - i. If your frame is rusted through, call for instructions on how to the fix the rust hole.
  - ii. **DO NOT FIX IT WITHOUT CALLING AND EXPECT US TO ALLOW YOU TO RUN IT.**
  - iii. No re-stubbing frames front or back, if caught it is a non-repairable fix. You will be loaded.

**E. REAR SUSPENSION**

1. Suspension must be stock components and working. No coil spring to leaf conversions or vice versa.
2. Leaf springs must be made of stock spring material with a 2" stagger on front and back of each spring and no springs can be as long as the main leaf.
  - a. You can only have a total of 9 leaf springs per side no thicker than 3/8" thick and no wider than 2 ¾" wide.
  - b. 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.
  - c. You can re-clamp springs, 4 clamps per spring pack, two on each side of axle.
  - d. Homemade clamps can't exceed 2"x4"x1/4".
  - e. No duct taping leaf springs.
  - f. No short leafing, you must use the factory shackle front and back mounting locations distance.
  - g. If making your own shackles they may not be more than 5" in length and 3" in width. They must not reinforce the frame, official's discretion.

3. You can change coil springs to a stiffer spring, you can double the rear springs (they may be tied together in no more than two spots, do not weld them together), or put spacers in coil springs to get your height, do not raise the suspension any other ways except what is listed above. Coil springs may be welded to the axle only.
4. You may use 3/8" chain around your axle to the frame hump with one wrap (this may only go thru the sheet metal directly above the hump), links may not be welded or bolted to the frame.
5. No other means other than tires and springs and spring spacers may be used to raise the cars suspension.

#### **F. REAR ENDS**

1. Use either the 5 bolt or ¾ ton rear end of your choice. Back braces are welcome.
  - a. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube or 10" on the remaining housing.
  - b. No axle savers allowed.
  - c. Axle may not add or be used to brace, bridge or reinforce the frame rails.
  - d. Official's discretion.
2. You can tilt rear end if you wish. Welded, spool or posi-track allowed
3. Rear end control arms can be reinforced. They must start from a stock set but can be reinforced. They must attach in stock configuration for the suspension setup you are using. You must use the factory brackets that came with the car you are running. No Relocating brackets on the frame or package tray.
4. Watts conversion are allowed as long as upper and lower control arm rule #3 is used.

#### **G. FRONT SUSPENSION/STEERING**

1. Suspension must be stock components and working.
2. Tie Rods and Ball Joints - Tie rod tubes must remain stock. Do not re-engineer the way the steering components mount to the frame. Only stock car replacement ball joints and tie rod ends are allowed; no pickup or van tie rod ends. No front suspension or steering may be reinforced with the exception of shortening a tie rod in which case you may use no more than a 5" x 1" O.D. pipe sleeve or 5" x 1"x 1" angle to reassemble.
3. A-Arms: Upper A-arms only may be welded, bolted or chained down but may not be reinforced.
  - a. If welded it may only use up to a 2"x4"x1/8" thick strap. This strap must weld to the a-frame and cannot extend farther forward or backward than 1" past the widest part of the a-frame.
  - b. If chained, only one wrap of 3/8 chain and it may not be welded anywhere.
  - c. If bolted you may only use one bolt no larger than ¾" by 6" long, welded to the outside of the frame.
  - d. You may put older a-arm brackets on newer style Fords only, but do it cleanly. If you convert a-arm mounts. The bumper bracket will go off the original style mounting location or the new mount.
  - e. 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.
  - f. 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.
  - g. Hubs – Must remain stock for the spindle you are using, no aftermarket spindles, hubs or rotors. Brake calipers must remain stock for the stock spindles.
  - h. Spindles – must be stock for a car that is legal in the class you are running, with no modifications.

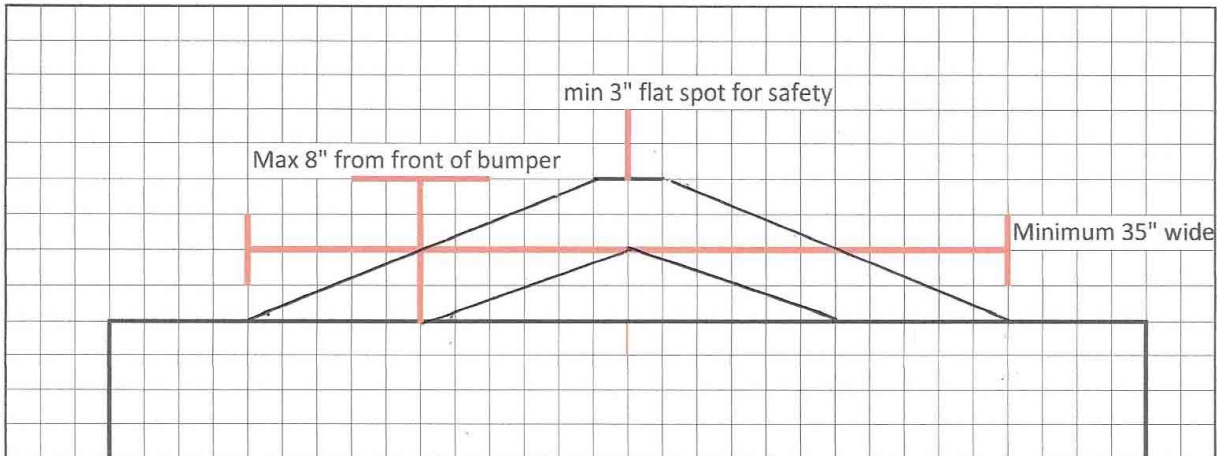
#### **H. TIRES & BRAKES**

1. No split rims, studded tires, foam filled or duals.
2. Stock rims only, no bead locks or reinforcing of the rim is allowed.
3. You may on the outside rim lip add a piece of ½" rolled steel welded to the exterior lip only. 8 inch wheel center are allowed. No other reinforcements.
4. Valve stem protectors allowed. Wheel weights must be removed.
5. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
6. You may not change tires after inspection without an official's consent.

## I. BUMPERS

The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection if it is determined that you have exceeded the intention of the rule you will be given the opportunity to correct it in order to compete, if you are not willing to correct it you will be disqualified. Officials have final say.

1. Loaded bumpers may be used unless #4 is done.
2. Bumpers are interchangeable unless welding a non-compression type bumper to the body (see below).
3. Stock O.E.M. bumpers off of passenger cars may be used or a **Maximum 5" by 5" by Maximum 3/16" SQUARE** tube may be used, ends may be capped. They cannot extend more than 10" from the outside of the frame. No skinning or additional metal may be added to the tube except small plates to mount if needed and a.
4. If you add a point to the front of the square tube. You **MAY NOT** load the bumper. Point must be to the following specs.



5. Bumpers may be flipped.
6. Bumpers may be cut so they do not smash into the tires during the event.
7. No chrome may be welded to the body if using compression style bumpers.
8. Chrome of bumpers may be welded to the inner beam of the compression bumper only. No additional material may be added.
9. Non-compression factory bumpers for that year of car may be welded to the body. Non-compression bumpers may be welded to the outside body only. (Note: Hood must be able to open).
10. No more than one set of bumper brackets may be used. You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with  $\frac{1}{2}$ " bolt or less, and it must be done vertically.
11. No brackets or shock tubes are allowed to extend any further back than the first 10 inches of the frame.
12. Instead of using bumper brackets you are allowed to use 1- 4" wide x  $\frac{3}{8}$ " thick strap extending from your bumper down one side of the frame and cannot extend any further back than the first 10" of the frame. 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 formed but it cannot double at any point. Do not abuse this rule you will cut it.
13. Bumper height not to exceed 22" to the bottom of the bumper to the ground and must be a minimum of 12" from the ground to the bottom of the bumper or frame. Bumpers must be in stock location.
14. There are 3 ways of "strapping your bumper on":
  - a. Front and rear bumpers may have 4 loops of wire or one loop of no bigger than  $\frac{3}{8}$ " chain from radiator support/trunk lid or deck to bumper (not frame). These cannot be placed in front of the radiator.
  - b. You may have 2 Front and 2 rear bumper straps that can be no larger than 36" x 2" x  $\frac{1}{4}$ " thick. Up to 8" may be welded to the body and the bumper.

15. If using an aluminum beam bumper you may weld your front straps around and to the bottom of the frame or bumper brackets. No more than 3" of strap may be welded or connected to the first 3 inches of the frame.
16. Straps may have a hole burned thru it and be placed over the bolt over core support all thread bolt
17. 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.

## **J. ENGINES**

1. Motor - Use motor of choice, motor must be in stock location within reason approx.. 5 inches
2. Lower Engine saddle type Cradles are allowed but must only attach to the engine cross member and not the frame. If using factory engine type size mounts with rubber bushing, you may weld the pad completely. If you are hard mounting you are allowed a maximum of 8" per side to hold the motor in. with either style cradle you may also bold using up to four 5/8" bolts.
3. If trying to mount an engine with an engine cross member and the motor mounts do not line up, you may use two (2) 6"X 6" 2 1/2" plates on the frame engine saddle to attach your engine mounts to. This may not be welded to the outer frame rails.
4. Distributor Protectors are not allowed.
5. Mid Plates are not allowed
6. The following items are not allowed:
  - a. Pulley Protectors,
  - b. Transmission brace,
  - c. Transmission protectors,
  - d. Aftermarket tail shaft cones.
7. Skid plate / pan protectors may be used, but must only be the size of the pan and they may not be connected together or be attached to the frame or body in any way. This is to save your oil pans and protect the arena.
8. Stock aluminum transmission cases and bell housing only may be used. No spacer in between the transmission and motor.
9. You are allowed to bolt Transmission down to the cross member using factory transmission bolt holes near the tail shaft or chain it to the cross member.
10. Transmission Cross Member -You must run the transmission cross member in the stock location for the car you are building. If using a tube 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 replace the stock cross member it can be no larger than 2"x2" O.D.x1/4" tubing. The transmission cross member must be one piece and must be straight from side to side. The transmission cross member is the only method which the transmission may be tied in. A 3/8" inspection hole must be with 12" of center if using tubing.

## **K. BODY MOUNTS**

1. Body mount bolts to the frame can be replaced with 1/2" bolts.
2. Body mounts can be replaced with steel or washers but must be 1" thick and have the same diameter as stock spacers.
3. Bolts may extend through body and have up to a 2" washer on top. Washers must be separate and cannot reinforce the frame. Bolts must be up inside of the frame. If you choose to use a body mount hole for you trunk ready bolt this does not have to be up inside frame, the plate can go on the bottom side of the frame and be no larger than 3". 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.
4. Radiator support mounts can be removed, and you can suck the radiator support down solid. (see Radiator rules).
5. Absolutely no body mounts may be moved or added, do not shorten the front of your car and move back past the body mount hole as your car will not run.
6. If you have to build core support spacers you may weld it either to the body or the frame mount, but only one side can be welded. Core support spacers cannot exceed 6" in length and 3" in width.

7. 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 only be welded to the side of the frame in this location. Chrysler k-member cannot be altered.
8. You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded. One per frame rail.
9. 1" All-thread may go from the trunk lid to the frame or trunk pan, if it passes threw a body mount hole you must have a 1" spacer between the body and frame. One per frame rail.

## **L. BODY**

### **1. Body Shaping**

- a. Bodyline creasing is allowed on fenders and rear quarter panels, all fenders, quarter panels rear sheet metal above bumper must remain in vertical position. No collapsing or wedging, Dove tailing of rear quarter panels and trunks or trunk lid.

### **2. Rust Repair**

- a. No exterior body sheet metal, trunks or engine compartment rust repair. Floorboards will be allowed sheet metal repair to mount battery boxes gas tanks, etc for safety.
- b. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.

### **3. Doors:**

- a. You may weld your doors shut with nothing larger than 3" by 1/8" strap or 1/2" round stock and must follow the door seam. Do not overlap strap or you will cut the strap off. Or doors may be tied shut in six locations using 1/2" bolts no longer than 6", 3/8 Chain, or #9 wire. If we do not deem the car safe to compete, you will add more fastening points.
- b. You may smash the inner and outer skin together of the window opening and weld them solid. You may use the same filler as in welding the door seams but no longer than the window opening per door.
- c. Driver's door and driver's side of front windshield may have "netting" for driver's safety. NO other windows may have "netting."
- d. You are allowed to add bracing to the exterior side of the driver's door. 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.
- e. 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.
- f. Wagons must remove all rear decking and seat components. All other rules above must be followed.
- g. No front clip sheet metal swapping.

## **M. RADIATORS & RADIATOR SUPPORTS**

1. Only OEM style passenger car radiators may be used. Aluminum racing radiators of the same style may be used.
2. Radiator must be attached to the core support. Radiators may be mounted in such a way to hold the radiator in place, not strengthen the core support. For mounting radiators you may use up to 4 - 1/2" all thread. This may pass thru the bottom of the core support. This must not pass thru upper core support. It may be attached to a 2"x 6" 1/8" flat steel and must be welded to the core support they must be outside the fan. If welding radiator in place, you may use four 1" welds, one per corner. No added metal may be used to mount the radiator.
3. No radiator guards allowed or foam may be used.
4. You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed).
5. If the arena allows, engine coolants may be used.
6. Radiator loops may be used.

7. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came from the factory.
8. You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded.
9. Radiator core support seam welding is NOT allowed.
10. Radiator supports may not be welded to the frame, bumper brackets, bumpers or anything else.
11. If using a condenser to protect the radiator, it may be tie wired to the core support only.
12. No FOAM fill can be used.

#### **N. CAGES & DOOR BARS** See Diagram last page

1. All cage material must be no larger than 6" O.D., unless specified for a specific rule smaller. It must also be a minimum of 4" off the floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and be a minimum of 4" off the transmission tunnel. All bars must be straight.
2. You may weld a bar behind the seat from doorpost to doorpost, it can be an X, but do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. Side door bars may not go past the front dash or rear seat bar. End plates are mandatory with a max of 10"x10", end plates must be a minimum of 2" larger than the bar being used.
3. You may run a bar connecting the dash bar and rear seat bar inside of the front doors only.
4. You may run a total of 2 down bars from the rear seat cage bar to the floor; all down bars must be vertical.
5. Back of seat cage cross bar, including roll bar has to be placed above the rear side of the foot well kick up directly behind front seat. You may weld two down bars from the rear seat bar to the floor pan or frame vertically. These down bars may only be welded to the floor sheet metal or top of the frame. No bolting. These bars cannot exceed 3"x3" and the front side of the bar must be even with the foot well. Official has discretion.
6. You **must** have a roll loop/Halo behind the seat, above the rear seat bar; this may extend to the floor as your rear seat down bar, not in addition to, following rule 4.
7. You may also weld a steering column to the cage.
8. Gas Tank Protector - You may run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 36" wide. It can angle in from your roll over protection. It must be a full 4" away from rear sheet metal, which cannot be removed. The bracing must be 4" above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area.

#### **O. HOOD AND TRUNK**

1. **Be prepared to remove your hood if the inspectors deem it necessary before or after the event.**
2. Trunk Lid and Hood must be 100% in stock location and open for inspection or have a min 20" x 20" hole for inspection and fire access in the hood and hinge spring must be removed.
3. 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 8 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 8 bolts.
4. You can fold hoods or trunk lids over. Trunk lids must be stock shape but may be folded in but keep it clean. Rear fenders see BODY #1. No collapsing or wedging of rear quarter panels and trunks or trunk lid.
5. You are allowed 8 spots to bolt or chain the hood and trunk on including the 1" all thread to the frame. (See radiator #8 & body mount rule#7). All other tie down spots must be sheet metal to sheet metal only. A combination of the following four ways to secure the hood and trunk is allowed. You may mix and match the types of hood/trunk fastening, but only 2 fastening points per side of the hood/trunk may be used.
  - a. If bolting, the hood and trunk bolts may be no larger than 8"x 3/4" with two 6"x6"x1/4" square or 6" x1/4" round. Washers per bolt, with the exception of the two core support bolts thru the frame.

- b. Chains, #9 wire or cables may be used to secure the hood and trunk, 3"x3"x1/4" plate on top of sheet metal and may be welded in place to the sheet metal only.
  - i. Chain and cable may be no larger than 3/8". If excessive chain or cable is found, it will be cut. If using chain or cable it must be singled looped. Two wraps of #9 wire, 1/2" all thread 8" maximum length, or 3"8 chain may be used no attachment point may come in contact with the frame. All wraps must go the shortest route to tie the lid to the body.
  - ii. Two 6 inch lengths of 2" x 2" x 3/16" angle iron may be welded to the body only back to back and bolted together with two a 3/8" bolt. These cannot be welded across the seam.

## **P. WINDSHIELD BARS & FIREWALL**

### **1. Firewall**

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

### **2. Window Bars**

- a. For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, straps cannot be any larger than 3/8"x3" flat strap. If and only if you remove the firewall/dash completely between the straps are you allowed to connect these two bars.
- b. The removed part must be completely removed and must be as wide as the vertical bars. The horizontal bars connecting the two vertical bars cannot be any larger than 3/8"x3" straps. No more than 6" of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over 6" on roof or firewall or you will cut. Must be min of 16" off of the pillars.
- c. One rear windows bar placed off of the center of the roof. Bar may not be bigger than 24" long by 2" x 2" O.D. Bar may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" x 4" by 3/16" angle or plate on the roof, cowl, speaker deck or trunk. If using rear window bar in a Station Wagon tailgate windows are treated as a rear window, while the tailgate itself is considered a trunk, but must be mounted at the top of the tailgate, and the tailgate must be in original closed position.
- d. No wiring or chaining of any window openings.
- e. Window bars may not be attached to the halo bar or any cage components.

## **Q. FUEL TANK, OIL COOLERS & TRANSMISSION COOLERS**

1. Original gas tanks must be removed.
2. Only metal marine type tank, metal fuel tank or derby type metal fuel tank is required.
3. Place fuel cell behind driver's seat or in the center of the car where the back seat used to be. Tank must be securely mounted behind the driver's seat with bolts, metal straps, or chain. No seat belts or pull tie straps may be used.
1. No other source of gas inside the car at all.
4. 7 gallon (within reason) max tank maximum may be used
5. Fuel lines must run inside the car, not under the car along the frame. Fuel line must be inside a protective line with in the engine compartment.
6. Tranny and fuel coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.
7. If you are not using a gas tank protector the fuel cell and tranny protector must be 4" away from the rear sheet metal.
8. **\*\*IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO INSPECTOR'S ATTENTION AT TECH\*\***
  - a. Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint.
  - b. An "E" will be attached rear pillar during Tech to Identify the Electric Fuel Pump.
9. Automotive pump gas only, **NO ALCOHOL TYPE FUEL MAY BE USED!**



**R. BATTERIES**

1. Batteries must be moved to passenger front floorboard. They must be properly secured and covered, unless you are using a gel cell battery
2. Battery box must be made out of metal! It must be bolted to the floor. Bolts may not go thru or around the frame.
3. Seat belts or pull type tie downs may not be used.
4. Rusted out holes in your floor sheet metal may be patched where components will be mounted or for drivers safety with sheet metal only. You may not patch clean and solid floors.
5. All body mounts must be visible.

**S. FEATURE/GRUDGE MATCH (CONSI) REPAIR RULE**

1. 4 frame rail plates per frame rail may be used: 4"X6"X3/16" of which only 3 may be used in front of the transmission cross member per frame rail.
2. Plates may be bent and cut but must be used on the frame only. If you cut you cannot use the excess pieces anywhere else.
3. Plates and weld must be separated by 1"
4. No other frame welding will be allowed! **All other repairs made to the frame will be removed.**
5. You may patch any hole in the doors or floor of the car for SAFETY only. You must use sheet metal only. And your patch may be only 2" larger than the hole you are patching.
6. No #9 wire may be used for repair.
7. You may reinforce damaged steering components on pre run cars only using one piece of 1"by 1" by 1/8" angle, but you must use factory type and strength parts.

**OVERALL SAFETY IS OUR GOAL AND WILL BE DETERMINED BY THE TRACK OFFICIALS!**

**BASIC CAGE LAYOUT**

