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Entry fee for this Championship class is \$100.00. You can enter in each class if you so desire. Entry forms only available at the U.S.A. trailer. The U.S.A. Demolition Derby is promoted as a spectator's thrill attraction. In the interest of safety and sportsmanship anyone entering is subject and must obey the following rules and regulations which are set up by the promoter and track where the event is being held. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all events, and, by participating in these events all participants agree to comply with these rules and/or regulations. Furthermore, all participants agree that their entries (driver, car, and pit crew) will comply with these rules. NO EXPRESS OR IMPLIED WARRANTIES OF ANY KIND, INCLUDING BUT NOT LIMITED TO EXPRESS OR IMPLIED WARRANTIES OF SAFETY SHALL RESULT FROM PUBLICATION OR COMPLIANCE WITH THESE RULES AND/ OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race director, judges, stewards, and officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions in their opinion do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTIES OF ANY KIND INCLUDING BUT NOT LIMITED TO EXPRESS OR IMPLIED WARRANTIES OF SAFETY SHALL RESULT FROM ANY PERMITTED DEVIATIONS OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. A participant is any person taking part in any event at a U.S.A. sanctioned track in any form, including but not limited to, drivers, mechanics, crew members, sponsors, track officials or pit area observers. All such persons shall be considered public figures who have by their own choice become involved in auto derby events at a U.S.A. Sanctioned track, with the full understanding that he or she must abide by the rules and regulations established and published or announced by the U.S.A. Demolition Derby staff & officials. All participants are considered to be responsible for their personal conduct & safety. A waiver and release of liability and indemnity agreement must be signed by each participant at the time of registration. Waiver and release of liability and indemnity agreement (POSTED). Please read.

An entry fee will be charged for each car. Entry form to be filled out and mailed or returned (posted on each entry form.) All drivers must be 16 years or older and must be able to provide proof of age and picture identification (Driver's License or State of Michigan I.D. Card). Any participant under 18 is required to have a permission form signed by a parent or legal guardian's. This must be done at every event that he/she will be entering pit area. NO EXCEPTIONS. Driver must furnish his/her own car. Only one entry per person. Officials reserve the right to accept or reject any and all applications. Furthermore, officials or the hosting Fair, reserves the right to revoke or cancel any entry or participant's claimed right to be on the track premises if it is felt or determined that a participant's presence or conduct is not in the best interest of the sport of auto derbies, the other competitors, the spectators, track management and/or employee's. Only drivers and pit men who sign release sheets will be permitted in the pit area or on the track. No spectators are permitted in restricted pit area. All persons entering pits must sign waiver and release, have a duty, and meet the minimum age requirements. Enlarged waiver and release of liability and indemnity agreement (POSTED). Please take the time to read it. The driver is responsible for the actions of his pit crew in all respects. The driver shall be the sole spokesperson for his/her car owner and pit crew in any and all matters and must talk with the chief U.S.A. track official in charge regarding their conduct and behavior. Any participant who defies or violates the intent or spirit of the U.S.A. rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with by the U.S.A. track officials depending upon the nature of the infraction. Unsportsmanlike conduct may result in disqualification and/or suspension. No participant shall subject any U.S.A. official, track employee or sponsor to any abuse or improper language at any time. Any participant who assaults or threatens any U.S.A. official, track official, track employee or sponsor may be disqualified and/or suspended. Anyone entering the pit area must be properly attired at all times. Must wear at least a T-shirt, long pants, and closed toe shoes. During

competition driver must wear a long sleeved shirt, long pants and closed toe shoes. A fire proof suit is recommended.

- Drivers must remain in the vehicle with helmet, seat belt and eye protection on until notified by an official that is safe to exit the vehicle.
- Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use the door defense repeatedly you will be disqualified.
- No hot rodding in the pits. Keep it at an idle.
- Any open door will be cause for disqualification, you are allowed one fire, second fire will be cause for disqualification. You may return in later rounds.
- Sandbagging is not tolerated and will be strictly enforced. Locking up the brakes prior to a hit for anything other than a driver's door will be a cause for disqualification. The fans pay to see a show, put one on for them!
- You will be given ample time for restarts.
- This is not a team event. Team driving will not be tolerated.
- THERE IS NO ALCOHOL OR DRUGS ALLOWED IN THE PITS. This includes pit crews. If you or ANY of your crew is caught with alcohol or drugs you will be disqualified.
- All cars WILL have a post race inspection done before any prize money is awarded. Only officials and drivers that won money from the feature will perform inspection.
- Any questions, CALL FIRST. Don't assume anything. The Officials decision is final.
- Car building questions? Call Jack Fistler Jr. (586)531-0384.

Any American made full size automobile. No front wheel drive, all wheel drive, four wheel drive, checker cabs, hearses, Imperials, Imperial Sub Frames, Suicide Lincolns or limousines. No fresh sedagon or wedge cars are allowed.

General Preparation:

- All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the trunk or doors.
- All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc. No added weights to any car.
- Rear seats in all cars and all decking in station wagons must be removed.
- Front seats must be securely bolted to the floor, however, these bolts may NOT go thru the frame! You must have a functioning seat belt.
- All flammable materials must be removed from the car other than safety padding and the driver's seat.

Tires, Rear Ends, and Brakes:

- No split rims, studded tire. No dual tires. Each car will have 4 wheels max. Full weld in centers are allowed. Stock centers maybe cut out and inserted into another stock rim. Rims may not be re-enforced. Rims must be factory made rim with the exception to the rules written.
- Valve stem protectors are allowed. Valve stem protectors are not meant to strengthen rim in anyway.
- Doubled or foam filled tires are allowed. No bead locks allowed. Tractor and skidster tires are allowed.
- All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
- You may not change tires after inspection, ride height will be measured with your competition tires only.
- Any axle allowed. Floater rear ends allowed. Rear end braces are allowed. Braces or rear end may not strengthen frame or body in anyway. Pinion brakes are allowed.
- Trailing arms maybe replaced with aftermarket arms. Arms can not strengthen the car in any way. Arms can not be longer than factory but may be shortened.
- You may chain around rear end to frame only. 2 spots using 3/8" chain max. Only one 3/8" bolt and nut per chain. No welding chain together. No welding chain to frame, rear end or brace..

- 98 Fords and up, you may move trailing arms inside of frame (Watt Links). You may use bolt in brackets to mount upper trailing arms. 4-5/8 bolts, nuts and washers max maybe used per bracket. No welding washer nuts or bolts to tow package. Bolt in brackets maybe no larger than 6"x12"max and 3/8" thick max. The bolt in brackets must be 2 separate brackets. The brackets may not be joined in anyway or used to strengthen frame or body. . If you choose not to use bolt in brackets you may take a tow package from a older ford and weld into a 98 up. The tow package may only be overlapped by a ¼"MAX with ½" weld MAX. This will be strictly enforced. CARS WILL BE LOADED IF OVER AND ABOVE THESE SPECS.
- Lower trailing arm brackets may be taken from older Ford and welded in ½" max welds. You may use 3"x3"x1/4"x3" long max square tubing to mount lower trailing arms if you don't use stock brackets from old Ford ½" max welds.
- Each rear end is only allowed to have 4 trailing arms maximum.

Bumpers:

- Any automotive bumper allowed. Bumpers maybe seam welded and stuffed. Holes maybe filled in with plate and weld. Aftermarket replica bumpers are welcome (must be to factory specs).
- Bumper ends must be rounded and smooth. No sharp or jagged edges allowed.
- For mounting the Front Bumper you have 2 options;
- Option 1 is running the factory brackets and/or shocks that came on the car you are running, in the factory location. 71/72 GM May add BOP brackets and shock tubes (in factory location). With this option you may weld your shock bracket solid to the frame, along with welding shock tube to bracket and bumper. You may use 2"x8"x3/8" thick strap to weld from bumper to frame. 2 straps per bumper. Must remain in one piece. Cannot be angled to make a kicker. 4" max to be welded to frame. This means 4" on bumper and 4" on frame.
- Option 2 is remove factory brackets and/or shocks. Bumper may be hard nosed to front of frame (no recessing bumper over frame). You then will be allowed 1 - 4 inch x 3/8 thick x 14 inch long continues flat plate on the top of the frame (plate can contour frame and can not be folded over the sides of frame). The plate may be welded in between the back of the bumper and the most forward part of the upper A Arm bracket. If running an 03 and newer all factory holes must remain open. You may use 2"x8"x3/8" thick strap to weld from bumper to frame. 2 straps per bumper. Must remain in one piece. Cannot be angled to make a kicker.
- For mounting Rear Bumpers
- If running a pre 1980 car, you can run the factory bracket and shock that car came with in factory location (brackets may be tipped). The shocks and brackets may be welded solid to frame with a single pass ½ inch wide bead of weld.
- 80 and newer may cut cap off end of rear frame rail and tip bumper up (stock shock tube must be used and bolted in original spot). You may box around shock tube with ¼ inch flat stock steel. Must be butt welded to frame (no overlapping).
- If you choose to hard nose the rear bumper on any car that came with rear bumper mounted to the frame from the factory, you must remove the shock and/or brackets. You will be allowed a 1- 4 inch x 8 inch x 3/8 inch thick max flat stock plate from bumper to side of frame (1 per side).
- Bumper height must be 14" to 22". The measurement will be taken from bottom of bumper. Pre 77 wagons this measurement will be taken from bottom of back rear frame rail minimum of 11".

Body:

- No welding, bolting, wiring, taping or chaining of body unless stated. No adding metal or any other material to strengthen body unless state.
- Body component must be direct bolt up only. Must be factory hardware or equivalent in size
- Body shaping is allowed, body shaping for external body only. No folding metal over to create a double effect.
- No doubling of body panels allowed, no added metal to body. No bolting metal together unless stated.
- Doors maybe welded shut (outside only). Each side of car is allowed 8 plates max to weld doors

shut. Plates cannot exceed 4"x4"x1/4" thick. No welding of inner and outer skins. GAS TANK DOORS MAYBE WELDED SHUT. MUST BE FACTORY GAS TANK DOOR. GAS TANK DOOR MAYBE WELDED SOILD ALL THE WAY AROUND. NO METAL MAYBE USED TO WELD GAS TANK DOOR SHUT.

- If you don't weld your doors you must chain or #9 wire them shut. 3/8 chain max 1 strand of chain per spot. Bolt maybe no larger than 3/8 and may only go through chain links. If using wire 4 strands max per spot. Minimum of 2 spots and max of 8 spots to secure the doors shut. No wiring or chaining body to frame. No bolting doors shut. No welding chain links or wire.
- If welding doors shut, you may wire or chain door post shut in 3 spots per side of car. 2 strands of wire per spot or 1 strand of 3/8 chain max. 1 3/8 bolt and nut per chain max. No welding chain links or welding chain or wire to sheet metal. Seat belt is allowed 2 wraps allowed. No taping allowed or any other form of securing the doors shut.
- No X wiring or mending with wire.
- Hoods must have a 12"x12" min. hole cut in center. Bolting hood sheet metal is allowed using 8 - 3/8 bolts and 3/8 washers max. No welding bolts, washers, nuts or sheet metal.
- Hoods may only be secured shut by bolting, wiring, chain or seat belt. 4 strands of #9 wire max, 4 wraps of seat belt or 1 strand of chain. 3/8 chain, bolt and nut max. No welding of chain or wire. If bolting hood shut you may use 2"x2"x1/4"x 6" max angle iron or 5/8 all thread max (3" max outer diameter washer for hood pins). Sheet metal to sheet metal only for any of these methods. Maximum of 6 spots to secure hood.
- No welding hoods shut. Hoods must be open for inspection.
- If wiring hood shut, you may weld up to 6-1" washers to your hood and 6-1" washers to your fenders for fastening your hood shut. These must be store bought 1" washers.
- Trunk lids may be welded, chained, wired, or bolted together as follows: Trunk lids may only be secured to body in 8 spots. If welding trunk lid shut you may only use 4"x4"x1/4" flat stock steel. If wiring trunk shut you may use #9 wire, 4 strands per hole. For chaining trunk shut, you may use 1 strand of chain per hole and 1 - 3/8" bolt. No welding chain links together or to sheet metal. If bolting trunk shut, you may use 3/8 bolts and nuts with 1" washers max. No welding bolts, nuts, or washers to sheet metal. Bolts for bolting trunk shut must be sheet metal to sheet metal. You may use any of these 4 methods or combinations of them to secure trunk shut in 12 spots max. No attaching body or trunk lid to frame using any of the methods.
- All trunk lids must have a minimum 12"x12" inspection hole. 8 - 3/8 bolts and washers max may be used to bolt sheet metal back together.
- Trunk lids may be pushed to floor. Trunk lids that are pushed to floor must still have a 12"x12" inspection hole. Speaker deck maybe cut.
- Tailgates may only be welded shut with 6-4"x4"x1/4" flat stock steel.
- Quarter panels must remain vertical. No wedge cars allowed.
- Must have wire or chain in front windshield from cowl to roof. This is for driver's protection.
- No bars allowed; must be wire or chain. Chain links cannot be welded.
- Cutting fenders and quarter panels for wheel clearance is allowed.
- Bottom of quarter panels may be folded under. No attaching to trunk floor or together.
- Floor boards must be adequate at driver's feet.
- If floor boards or body needs to be patched it must be done with same thickness sheet metal. This means a actual hole all the way through the sheet metal. Sheet metal maybe over lapped by 1" max all the way around the hole. You may weld, bolt or rivet sheet metal into place. Only 1 of the 3 methods maybe used to secure the repaired sheet metal into place. Unnecessary repairs will be cut out along with welds.
- Aftermarket components are welcome. No components to be welded to the floors, doors, roof or body (gas tank, gas lines, battery box, gas pedal, etc.). All components must be bolted in. No components may strengthen the body, frame or cage in anyway.
- Mounting of battery box, gas tank and trans coolers may only have a 20"X20" floor mounting surface. 4 bolts max. If your components need a larger area you will have 2 options. 1) You may float the components from your cage (all rules still apply). 2) Components must be raised up 2" from the entire floor surface and may only have a 20"X20" mounting surface (4 bolts max).
- Aftermarket shifter are welcome. Shifters may not strengthen the car at anytime. Trans mounted

shifters may only be mounted to trans (not body, frame or cage). Cable shifters are welcome. Mounting pad for cable shifter may only be 4"x12"x1/4" max if being mounted to sheet metal.

- Aftermarket brake and gas pedals are allowed. Combination pedals may not exceed 20"x20" mounting surface. Individual brake and gas pedals are allowed as well. The individual pedals may not exceed 20"x20" mounting surface combined. Plates for pedals may not exceed 3/8" thickness max. Mounting surface means any surface that touches sheet metal (floor, firewall ect). Only 6-1/2" bolts, nuts and washers max may be used to mount pedals. Pedals may only mount to sheet metal. If you are not running after market pedals you may use a 20"x20" piece of metal (3/8 thick max) and mount to drivers floor board only. 6-1/2" bolts, nuts and washers max. This may only be sheet metal to sheet metal.

Body Bolts:

Stock body mounts may be removed and replaced with aftermarket body mounts. After market mounts may not exceed the size of stock mounts. There must be a 1" gap between frame and body.

- Bolts may not exceed 5/8"x 30", only 3 nuts per bolt and no welding of body bolt, nuts or washers. Bolts may only go thru 1 thickness of frame.
- Washers must not exceed 3" diameter (square or round) 3/8" thick.
- No welding bolts, nuts or washers to body or frame. Bolts must remain vertical/ no bending of body bolts.
- No adding body bolts in anyway.

Core Support:

- Core supports maybe spaced up. 6" spacer max, must be free floating. No welding spacer to frame or core support. 5/8" bolt and 3" washer max (these bolts may come thru the hood to help hold hood down). Bolt and washer must be free floating (no welding). No moving core support mounts for any reason. You may add 2-3/8 bolts and nuts (3/8 washers max) to each side of core support where fenders meet core support in addition to factory bolts. No welding of any sort for any reason. **NO MOVING CORE SUPPORT MOUNT IF FRAME IS SHORTENED TO 20"**.
- Radiators must be in stock location. Only stock A/C condenser s allowed in front of the radiators. They maybe 9 wired in or use 3/8" bolt nuts and washers.
- OEM style radiators, no homemade construction radiators. **NO RADIATOR PROTECTORS.**
- No adding cooling capacity.

Engine:

- Any engine may be used in any car.
- Full engine cradle are welcome. Cradles and protectors are not allowed to strengthen frame or body in anyway. Distributor protectors cannot be wider than highest point of the cylinder heads.
- Fan shroud and pulley protectors are allowed. Theses protectors can not have contact to the body, frame or any competent that is attached to the body or frame prior to the event.
- All cradles and protectors must be bolted to engine or transmission.
- Definition of a Full Engine Cradle; If mid plate connects to front plate/cradle in anyway,shape or form, It will be considered a full engine cradle.
- NEW RULE 2021 If your not running a full engine cradle, you will be allowed 2 kickers (1 per side of frame). Kickers will only be allowed off the dash bar to top of frame behind upper A arm (kickers may not recess into frame). 2"x2"x1/4" max round or square, nothing solid.
- Engine frame mounts maybe aftermarket solid mounts. Lower motor mount must be bolted or welded to engine cradle (K frame) , not to frame rails. Exceptions mounting a motor in a Chrysler or Cadillac, you may use 3/8"x 3"wide max plate to weld to frame rail. You may extend off back of cradle but nothing excessive, 1/2" flat plate only(example SBC in Cadillac, Chrysler). This isn't meant to strengthen frame but to help mount motor in.
- Engine frame mounts must be mounted on top of engine cradle (K Frame). On top of cradle means no recessing them down into or mounting them behind or in front of engine cradle frame.
- 2 separate motor mounts max, mount to K frame, 10" x 10" max mounts.
- No chaining, wiring or using cable to hold engine down.
- Air cleaner must remain over carb at all times.
- No starting fluid allowed.

- Engine and transmission oil coolers are allowed.
- Hood must remain over fan and radiator at all times.
- Only 2 battery may be used.
- Batteries must be secured to front passenger floor board. NO MILK CRATES OR RUBBER STRAPS ALLOWED TO SECURE BATTERY. Mounting of batteries may not strengthen car in anyway at anytime. See BODY for mounting specifications.
- Battery must be covered with rubber mat.

Transmission:

- Trans cooler are allowed. Must be secure and have a cover or shield to protect driver. Mounting of trans cooler may not strengthen car at anytime. See BODY for mounting specifications.
- Metal or high pressure lines must be used.
- Aftermarket bell housing, trans braces and tail shafts are allowed.
- Aftermarket bell housings and braces are not allowed to strengthen frame or body.
- After market bell housings and brace may not attach to frame, cage or body. Only cross member.
- After market driveshafts allowed.
- Transmission may be bolted, wired, welded or strapped to cross member.
- If moving trans cross member back you may use 3"x3"x1/4" angle iron to weld to frame rail or bolted with 2-1/2" bolts, 4 washers and 2 nuts per side. Angle iron can't be longer than 6". Only the angle iron maybe welded to the frame.
- Transmission cross member may be fabricated from 2"x2"x1/4" thick square tube max with a 6" bow max.

Fuel Systems:

- Original gas tank must be removed from car
- Gas tank must be securely mounted behind driver seat and covered. NO RUBBER STRAPS MAY BE USED TO MOUNT GAS TANK. Fuel lines and tank may not strengthen car in any way at any time. See components in BODY section for mounting specifications.
- No plastic or metal gas cans. Must be a marine type tank or fuel cell.
- Fuel lines must be ran inside of car not outside of car. Lines must be secured to floor or cage. NO FUEL LINE PROTECTORS/ MOUNTING OF FUEL LINES MAY NOT STRENGTHEN FRAME OR BODY.
- All lines must be double clamped, steel or braided lines are mandatory. You may have up to 12" of rubber to connect lines to tank and motor.

Pre-Ran Cars:

- If your frame is bent you may use a 4"x6"x1/4" max. plate and weld to frame. Max 3 plates per frame rail. This means 6 plates max. Frame must have obvious bent spot in order to be able to plate. FLAT STOCK only. You may bend your plate to fit contour of frame. 1/2" wide weld. Just because your car is dented doesn't mean you can plate the frame.
- If plated over and above rules you will be asked to cut plate and weld off completely. Failure to do this, you will LOAD YOUR CAR.
- Officials decision is final.

Frames:

- If car was pre ran and already had repair plates, you will only be allowed remaining plates stated in the rules. EXAMPLE; already had 2 repair plates, you will only get 4 repair plates.
- No adding metal or brackets to frame unless specified. No trailer hitches. No material or substance maybe added to strengthen frame.
- No filling any factory holes in anyway.
- No welding to frame or seams unless specified.
- No stubbing frame together unless the frame is for that year, make and model. Best to call first.
- Front frames may be tilted at firewall only. No tilting frames in the center. (Fords) Tilting car at the firewall you may cut the box loose then re weld. Weld may only be 1/2" wide. No smashing top of strap to frame and welding. If your not tilting the front frame, you may re weld the factory welds of the box. (GM) tipping of front frame must be done at factory seam where C-channel part of frame meets the bulk head (where the body bolts down to the frame at the firewall) if any overlapping of

frame takes place only 1" max is aloud. 1/2" wide welds and no adding any metal of any sort. If not tipping gm only welding aloud is where the C-channel meets the bulk head.

- No painting or undercoating or mudding up frames for any reason. If frame is painted, undercoated or muddied up you will be asked to remove it or LOAD YOUR CAR.
- Any metal added or weld will be asked to be removed completely. Not just sliced in the center but removed. Failure to do this you will LOAD YOUR CAR TO GO HOME.
- Lower motor mount must be bolted or welded to engine cradle, not to frame rails.
- NO FRAME SHAPING ALLOWED. This means no denting or scratching. This will be strictly enforced. See below for pre bending frames to achieve roll.
- NO SHORTENING OF REAR FRAME.
- Front frame must have 20" of frame from upper A-arm mounting bracket going to front bumper. This measurement will be taken from the furthest factory forward point of the upper front A-arm bracket. No moving A-arm brackets for any reason. NO MOVING CORE SUPPORT MOUNT IF FRAME IS SHORTENED TO 20".
- Rear frames maybe pre bent or notched to achieve roll. If notched, do not weld back together.
- Hump plates are allowed. 3/8" thick 22" max hump plates will be allowed. Any extra weld and plate will be cut off, not sliced. Only 1/2" wide welds. Hump plates must follow contour of frame and may not be above or below the frame. The hump plates may not favor front or back this means centered over the hump. LEAF SPRING cars may only have a 11" hump plate. All hump plate rules apply.

2003 and Up Frames:

- You may weld in engine cradle from older Fords cars only. Must be factory cradle.
- You may weld factory brackets from older Ford to mount suspension. No homemade brackets to be welded to frame. Only 1/2" wide welds allowed. You may weld a piece of steel to the side of the frame as a ball joint protector. BALL JOINT PROTECTOR MUST HAVE A 1" GAP BETWEEN THE UPPER PART OF SPINDLE AND SIDE OF FRAME. Ball joint protector may not be bigger than 2"x2" max.
- Bolt in cradles and brackets welcome. Must bolt in frame factory holes. Can not be excessive or strengthen the frame or body in anyway. Mounting brackets for lower A-arm to frame can not exceed 3/8" steel max with no gussets. Any material used to bolt the cradle to the frame can not exceed 3/8" max. Steel that is welded to the factory cradle (K Frame) that is used to bolt to the 03 up frame may not be longer than 18" max. If running a bolt in cradle you may have a ball joint protector. BALL JOINT PROTECTOR MUST HAVE A 1" GAP BETWEEN THE UPPER PART OF SPINDLE AND SIDE OF FRAME.

If running aluminum factory cradle you may kick the lower part of the strut and weld the bolt to the lower A-arm only. Ball Joints from a 97 and older ford (vic, lincoln or grand marquis) maybe welded to the upper and lower A-arms to achieve of mounting a 97 older spindle.

- Front crush points on frame must remain stock; no cutting, filling, or repositioning them.
- You may weld a 3/8" chain to side of frame and attach to lower A-arm to hold coil spring in. Chain can not exceed 14" in length. No more than 3 links maybe welded to frame. One chain per side.
- All steering must be bolted in not welded.
- Mounting steering box you may weld one piece of pipe to the outside of the frame for the third bolt. Pipe cannot be longer than 6" and 1/2" diameter. The other 2 bolts may have a sleeve going thru the frame (6" long and 1/2" diameter). Only 3 bolts may be used to mount steering box. Idler arm may only go thru 1 thickness of frame.
- Cap at firewall maybe welded where it isn't welded from factory.
- All other frame rules apply to 2003 up.
- NO TIPPING 03 UPS AT ALL. Frames may not be shortened at all.

Suspension & Steering:

- Suspension and steering must be stock from passenger car origin. Direct bolt on parts are allowed. You may cut/ trim to make them fit.
- Aftermarket steering columns are allowed. Mounting of steering column can not strengthen body or frame in anyway.
- No homemade suspension parts allowed unless specified. No heim joint tie rods allowed. TIE RODS MAY BE REINFORCED WITH TUBE,PIPE or ANGLE IRON FROM END TO END OF OEM FACTORY CAR

ORIGIN TIE RODS. A STORE BOUGHTEN WASHER MAYBE PLACED OVER THE BALL OF THE TIE ROD END AND WELDED. TIE RODS MUST BE A FACTORY OEM END. NO ENLARGING HOLES IN ANY STEERING COMPONENTS, MUST BE FACTORY HOLES. Aftermarket tie rods that fit factory hole are allowed.

- Upper A arms must be bolted to factory bracket, in factory position bracket came. No moving or re welding brackets.
- You 2 have options to help gain ride height for front of car.
- Option #1 Upper A arms maybe formed to frame. A arms may not be welded directly to frame. You may only use 2"x2"x1/4" flat stock, 1 piece in the front of the A arm and 1 piece in the rear of the A arm (total of 2 pieces per upper A arm). Anything over will be completely cut off, not sliced.
- Option#2 You may use round or flat stock and put thru spring to raise front suspension. Flat stock maybe 2"x12"x1/2" max. Round stock may not exceed 1" in diameter and 12" long. They must run front to back and be weld to bottom of frame. No using both types of stock just 1 or the other.
- No aftermarket spindles allowed. Cast lift spindles will be allowed. Rule height still applies.
- No strengthening suspension in anyway unless state in the rules.
- Solid shocks are permitted, you may use 1" all thread for shocks. 3 nuts per all thread, 5"x5"x1/4" max washers. Front shock nuts and washers on bottom of lower A Arms only may be welded. Rear shocks may go thru frame and up thru body.
- You may use spring turn ins to achieve a higher height.
- You may kick the lower part of the coil springs out to raise front end.
- No leaf spring conversion. Must use factory type suspension car came with.
- Leaf spring cars may replace broken leafs with 5/16 thick leafs max. Up to 7 springs allowed with a 1" stagger down. Leaf springs must remain in original position.
- Leafed cars are allowed 4 factory clamps and 3 homemade clamps per stack; homemade clamps must not exceed 2"x4"x1/4" thick. Bolt diameter for homemade clamps not to exceed 7/16". 2 bolts, 2 nuts and 4 washers per clamp. No welding clamps.
- No welding leaf springs together in anyway, no taping or strapping leafs together.

Cages:

- Cages are not to exceed 6"x6"x3/8" square tube or 6" round stock. Cage must be a minimum of 6" off any floor sheet metal. Dash bar must be at least 2" from firewall sheet metal.
- 4 point square cage only, 2 down legs total are allowed from the cage to the floor (both front door area only) , welded to sheet metal only nothing to the frame. max 60 inch cage over all measurement. Must be mounted horizontally and 6 inches off floor. Gussets only in interior of 4 point cage.
- Door bars must be on inside of door not between door skins.
- Cages may be welded or bolted in. Cages maybe secured to body in 6 spots. Cage may use no more than 6-1" bolts nuts and washers to be secured to car body only. No more than 6- 6" welds to hold cage into place. Drivers door protection is mandatory if you choose not to use a 4 pt cage. Door protection must be bolted and welded to outside of door. Flat stock must be 8" tall min. Maximum of 12" tall and no less than 3/8" thick. Flat stock can only overlap door seam by 4" at each end. You may weld 24 - 1" welds from plate to door.
- No attaching any part of cage to frame, motor, trans, or trans cross member.

Rollover Bars:

- Rollover bars may not exceed 6"x6"x3/8" tube or round stock.
- Rollover bars maybe attached to door bars or bar behind seat only.
- Rollover bars maybe bolted to roof in 2 spots max.

Gas Tank Protectors:

- Protectors maybe no wider than 32" outside measurement. Protector material is 6"x6"x 3/8" material round or square.
- Protectors must be free floating and only attached to cage.
- No bolting protector to tow package, frame or body.
- There must be a 1/2" gap between protector and sheet metal. To achieve this sheet metal maybe pounded back.

Official's decisions are final. No exceptions.