

2017 Demolition Derby Participant Entry Form

Friday, August 4, 2017 6:30 P.M. – Marion County Fair – Salem, IL

Ivan Wilkins, Supt. – 618-339-7207

\$5900 PURSE MAXIMUM – Entries: Start 2:30 – Close 6:00 p.m.

There will be three Feature classes: Stock, Kicker, Mini.

Stock Class: 1st \$1,200, 2nd \$600, 3rd \$400, 4th \$200 Riders \$20.00

Kicker Class: 1st \$1000, 2nd \$500, 3rd \$300, 4th \$200 Riders \$20.00

Mini Class: 1st \$750, 2nd \$400, 3rd \$200, 4th \$150 Riders \$20.00

Driver's

Name: _____

Driver's Street _____

Address: _____

Driver's City: _____ State: _____ Zip Code: _____

Driver's Phone No.: _____

Driver's License Number: _____ Date of Birth _____

Demo Derby Car No. _____ Make _____ Model _____ Year _____

It is expressly agreed by the driver upon signing this application then and here that in no event will the Marion County Fair Association be held liable for any physical, mental or other incapacities suffered herein.

Entry Fee: \$30.00 for Driver and 1 pit person; extra pit passes \$10.00 each

Witness: _____

(Witness) Place of employment _____

(Witness) Date Employment Commenced _____

I HAVE READ THE RULES AND ACCEPT THE DECISION OF THE JUDGES AS FINAL.

Driver Signature: _____ Date: _____

KICKER CLASS RULES – PAGE 1

ALL JUDGES DECISIONS ARE FINAL

Please read carefully. If car does not pass inspection or driver is unwilling to change car to pass inspection, no refunds!!! All rules will be followed or you will not run! If it does not say it in the rules – don't just assume you can do it. CALL FIRST!!!

1. Pit gate opens at 2:30 p.m.
2. An entry fee will be charged for each car entered. Fees must be paid prior to inspection. NO REFUNDS WILL BE MADE DUE TO FAILURE TO MEET REGULATIONS! All cars should be signed in and inspected one hour before race time. Late fee will apply after 6:00 pm. This is to ensure the race starts on time.
3. Top four in feature must actively compete at end.
4. No reinforcements allowed other than specified below. Any metal added to reinforce the car is illegal. You will only be allowed 2 trips thru the inspection line.
5. NO PAINTING, UNDERCOATING, OILING OR GREASING OF FRAMES. YOU WILL NOT BE INSPECTED. THIS INCLUDES PAINTING OF THE FRAME FLAT BLACK.
6. NO HITTING IN DRIVERS DOOR, but no using driver door as a shield. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rules. If you use the door as a defense repeatedly you will be disqualified. This will be at the judges' discretion.
7. NO hot-rodding in the pits! Keep it at an idle. Any open door or second fire will cause disqualification. If in a heat, you may fix it and comeback in the consolation. In the feature, you will be disqualified.
8. You must make AGGRESSIVE CONTACT EVERY 60 SECONDS.
9. 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 cause for disqualification. The fans pay to see a show, put one on for them!
10. IF YOU THINK SOMEONE IS SANDBAGGING, HIT THEIR CAR WITH YOUR CAR ON THE TRACK.
11. Winning cars plus three out of the money must remain on track until released by officials, or will not be paid prize money. Cars are subject to re-inspection before any prize money is handed out. Cars found illegal will be stripped of all prize money for that event.
12. Any questions or controversies will be discussed at the drivers meeting.
13. YOU MUST HAVE AT LEAST A 15" X 15" ROOF SIGN WITH YOUR CAR NUMBER ON IT.
14. All drivers must pick up trophies and earnings at the completion of the event, or forfeit. They will not be available after that date.
15. All persons MUST sign entry form, insurance waiver, release form, pay entry fees, and purchase pit pass before entering pit area.
16. THERE IS NO ALCOHOL IN THE PITS. This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
17. No harassing of the judges will be allowed at any time by drivers, crew members or spectators.
18. All drivers MUST be 18 years or older. MUST be able to provide proof of age at the request of officials. Persons under 18 years old MUST have parents or guardian sign minor waiver and release form. NO EXCEPTIONS.

AUTOMOBILE BODY REGULATIONS: KICKER RULES

1. Passenger cars or station wagons only. NO 03 & UP. No trucks, jeeps, hearses, ambulances or limousines. NO CHRYSLER IMPERIALS 73 & OLDER AND NO IMPERIAL SUB-FRAMES. NO 61-69 LINCOLNS. Cars previously run in Demolition Derby may install new front clip. Any clip may be used on any car. MUST be installed in stock manner. Officials MUST approve installation.
2. All glass, side windows, rear windows, headlights, and tail lights, must be removed before reaching racetrack. Rolling down windows is not permitted.
3. Rear seat of sedan must be removed, top and bottom. On station wagons all seats and decking must be removed. Station wagons must be emptied to floorboards. All cars must be swept clean, both drivers compartment and trunk. No spare tires, broken glass, or trash, etc., allowed in cars.
4. Cars must have a seatbelt and working brakes. MANDATORY!!
5. You can carry a fire extinguisher, but it must be mounted securely and free of movement.
6. Battery may be moved, but must be securely fastened and covered in passenger compartment. MAXIMUM OF TWO AUTOMOBILE TYPE BATTERIES ALLOWED.
7. Any type automotive radiator may be used but must be mounted in stock position. NO RESERVE TANKS. One electric fan may be used.
8. Fenders may be bolted together with 3/8 inch bolts or smaller with 3/8 inch or smaller washers only. A maximum of 10 bolts per fender.
9. All doors may be welded (Outside of body only), chained or wired. Straps should not be larger than 1/4" thick or 4 inches wide on door shell (vertical and 2 inches wide on window frame. You may beat top of doors down and may tack them in three places with a maximum of 1" weld each. No extra metal added.

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10. No doubling of body panels allowed, no added metal allowed.

11. Patching floorboards, if you have to patch rusty floorboards you must cut out all the rust, overlap no more than 1" with same thickness as body material and sheet metal screws – no more than one every 4". No welding to floorboards or firewall.

12. You may crease and fold body panels but do not weld. No extra metal may be added.

13. NO OTHER BODY WELDS OTHER THAN WHAT IS LISTED ABOVE.

HOODS, TRUNKS AND BODY BOLTS:

1. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of carburetor – Not directly on top of carburetor. IF HOOD IS REMOVED, EITHER FAN BLADE MUST BE REMOVED OR 4 FAN BELT MUST BE CUT.

2. On all cars, hoods, trunks, and tailgates may be secured with the following method: on front of car, two pieces of 1 inch all thread, with a washer no larger than six (6) O.D. and 3/8 inch thick, all threads MUST be mounted outboard of the radiator. In addition to all threads, six (6) 1 inch O.D. bolts with a washer no larger than six(6) inches O.D. and 3/8 inch thick, or you may use angle iron back to back with a bolt through it. Angle iron cannot be more than 3/16 thick or longer than 6 inches. Three on each side of car, a total of six. Total of 6 bolts and 2 up front all threads holding the hood down and any amount of wire or cable. All wire, or cable MUST be mounted outboard of radiator. A maximum of 50 bolts 3/8 inch or smaller are allowed to bolt together hood seams. On deck lid of car, 4 pieces of 5/8 inch all thread, with a washer no larger than six (6) O.D. and 3/8 inch thick, and any amount of wire or cable. If trunk is welded must have a 12" hole in trunk lid. On station wagons two pieces of 1 inch all thread, with a washer no larger than six (6) inches O.D. and 3/8 inch thick, all threads may be used in the rear through roof and stock body mount replacing existing bolt. In addition to all threads, you may weld tailgate 5 on 5 off, Straps should not be larger than 1/4" thick or 2 inches wide or six (6) 1-inches O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick, and any amount of wire or cable. YOU CAN WELD WASHERS (no bigger than 5/8 washer and must be at least 12" apart) TO THE BODY TO RUN WIRE THROUGH.

3. All other body mount bolts EXCEPT FULL FRAME MINI'S may be replaced with 1 inch O.D. bolts with a washer no larger than six (6) inches O.D. and 3/8 inch thick. Do not take them out and place body on frame. If replaced, a gap of 1" minimum is mandatory between body and frame. You may replace with a stack of washers, or one piece of anything solid, as long as it is about the same diameter as the factory bushing. Do NOT crush factory body bushings. Front body mount bolts inside passenger compartment must be removed for inspection. Body mount bolts inside passenger compartment that are close together may have one washer six (6) inches x twelve (12) inches, must have two (2) or more body mount bolts through washer. You may add two (2) additional body mount bolts per side inside passenger compartment. All all-threads MUST have nut on top and bottom and NO welds. FULL FRAME MINI'S may be replaced with 1/2 inch O. D. bolts with a stamped washer.

4. A minimum of one chain or wire running from the outside (top) of roof down to the cowl or BAR DOWN TO DASH BAR OF CAGE on the front window is MANDATORY for safety. Maximum of two. IF USING METAL STRAPS MAX. SIZE 2" WIDE X 1/4" THICK, 12" APART, CAN GO TO FRONT DASH BAR OR COWL. THEN TO TOP LIP AREA OF WINDSHIELD ONLY. REAR WINDOW BARS ARE NOT ALLOWED!

CAGE AND HALO BARS:

1. All driver and passenger doors may be reinforced. You should have a six (6) point cage, cross bars may be ran as follows, one across dash, one behind front seats, and one in rear seat area. You can run four (4) down tubes, two (2) per side. Lower door bars are allowed between down tubes must be 6 inches or more above top of frame. NOTHING OUT OF DRIVERS' COMPARTMENT. You can have steel plate between cage and front doors. Must be securely fastened to cage. Front bar must be mounted no more than 2" below the bottom of the front window seal and be no more than 4" in diameter. Must have 4" between front bar and center of firewall on a fresh car. Front bar cannot be attached to firewall at any time. ALL DOWN TUBES MUST BE BEHIND DASH BAR, STRAIGHT UP AND DOWN AND ON FLAT PART OF FRAME. CAN NOT GO TO BODY MOUNT BOXES. NO KICKERS TO REAR HUMPS. NOTHING OUT OF REAR DRIVERS COMPARTMENT. A bar (kicker) is allowed from your dash bar to behind A arm MAX. SIZE 2" X 2" X 1/4" O.D. THIS SIZE WILL BE STRICTLY ENFORCED OR YOU WILL NOT RUN. You cannot weld anything to front bar protruding toward the distributor protector. No grater blades, metal plates or tubing on exterior of body (driver & passenger doors).

2. Halo bars are allowed. Can be attached to door bar. Could be run to the frame but it would be counted as one of your down tubes.

3. is not mandatory but we encourage everyone to put a steel plate between cage and front driver and passenger doors. Thickness of metal is up to driver. Must be securely attached to cage, must be 2" off o floor, this is for protection no reinforcement.

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FRAME: MAYBE SUBJECT TO DRILL/ SCOPE: JUDGES DECISIONS ARE FINAL

1. Top frame seams from A-arms forward may have single bead of weld added. Must be single pass no wider than 3/8" wide by 3/8" high, no extra metal may be added. DO NOT REWELD ENGINE CROSS MEMBER SEAMS OR ANY OTHER BRACKETS ATTACHED TO FRAME. NO CONCRET!!!! DO NOT WELD FACTORY HOLES UP; ALL FACTORY HOLES MUST BE OPEN FOR INSPECTION OF FRAME.
2. FULL SIZE CARS ONLY may pitch frame in front. ON THE OUTSIDE OF FRAME ONLY YOU CAN ONLY REWELD THE WELDS THAT YOU HAVE TO CUT TO PITCH THE FRONT. MUST BE SINGLE PASS NO WIDER THAN 3/8" WIDE BY 3/8" HIGH DO NOT REWELD ALL OF THE WELDS ON THE BOXES. NO ADDED METAL. NO EXTRA BRACING OR GUSSETS. DO NOT CUT AND REWELD ON TOP OR BOTTOM.
3. FULL SIZE CARS ONLY may have hump plates. Hump plates can be no longer than 22" long; and 11" each way from the center of the hump; 1/4" or less thickness; on the outside of the frame only, and must contour to the shape of the frame and have a 3/8" inspection hole drilled through plate and frame for inspection.
4. You cannot alter frame in any way other than specified in rules. Do not crease or reshape frame.
5. If you use FACTORY UPPER TRAY ORIGINAL MUST BE LEFT IN, non-watts tray must be 1" or more from frame rails. It can be bolted or welded. No welds, gussets, or bracing to frame rails. If you use factory lower brackets they must be mounted in factory position. They may be welded with welds no more than the FACTORY WELDS would be. DO NOT OVER WELD!!! If you use aftermarket or homemade upper or lower brackets they may be bolted only! NO WELDING AFTERMARKET OR HOMEMADE BRACKETS TO FRAME!!!
6. You may run one(1) wire or chain from frame rail to frame rail underneath back of car behind rear end.
7. You may put a bolt with a stamped flat washer thru frame to hold it together. Only one(1) per wheel opening must be loose during inspection. DO NOT weld washer. (Pinning of frame)
8. You may notch the frame for minimal pre-bending, but do NOT weld the cut.
9. Buick, Olds or Pontiacs MAY NOT fill the large hole in the frame behind the radiator support.
10. If changing front stub, cut 3 inches behind second cross member bolt hole. When replacing, can overlap 2-1/2", able to weld both sides, but no adding extra metal. MUST BE FROM SAME MAKE AND MODEL.
11. If restubbing one side of the frame, you are allowed to cut and fit the new frame flush and weld one pass all the way around (butt – fit – weld).
12. All trailer hitches MUST be totally removed.
13. If running a used car prior to this derby, you are allowed 2 patch plates – 1 per side of frame. No plate larger than 4" x 4" x 1/4", must be at a previously bent spot on the frame and must be painted a fluorescent color. So it is easily noticed for the inspectors. AFTER INSPECTION OR HEATS NO WELDING THESE PLATES ON. IF ADDITIONAL PLATES ARE FOUND AFTER INSPECTION – NO MONEY WILL BE PAID OUT.

BUMPERS:

1. Any OEM shock canister may be bolted or welded to any car. AMOUNTS OF BOLTS OR WELDS MAY NOT EXCEED TYPICAL STOCK INSTALLATION. Homemade bumper brackets are permitted, NO GUSSETS OR BRACING. NOT TO EXTEND BEHIND OEM MOUNTING BOLT LOCATION ON FRAME. May use 2-1/2" max round or square tubing. No thicker than 1/4 inch. No solid stock may be used. Any OEM stock automobile bumper may be bolted or welded to the shock canister or bumper brackets. You may use two (2) pieces of light chain per shock. Fenders and bumper ends may be trimmed to allow for wheel clearance.
2. Front bumper may be reinforced inside or outside and end to end. You may weld outer chrome of bumper to inner skin of bumper. Nothing else can be welded to outer chrome. You cannot alter angle of bumper. Anything coming out of bumper during race will be cause for disqualification. 11" of point and must contour from frame to frame and must be stock appearing on pointy bumpers.
3. You may have 4" long 4" wide 1/4" thick bumper support bracket, butt fit against bumper or 2" onto bumper, gap between the plates. Any questions please call.

SUSPENSION:

1. Stiffness of suspension will be left up to the discretion of the driver. A-arms may be bolted or lightly welded with strap no more than 1/4" thick and 2" wide, MUST RUN STRAIGHT UP AND DOWN. One in front and one behind A-arm for a total of 2 per A-arm. Can be to upper or lower A-arm, but not both. Can only be welded 2". NO WELDING ENTIRE A-ARM TO THE FRAME! NO EXCESSIVE METAL ADDED!
2. Homemade tie rods and homemade steering shaft are permitted.

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ENGINE AND TRANSMISSION:

1. ANY ENGINE OR TRANSMISSION MAY BE USED IN ANY CAR, BUT MUST BE MOUNTED IN A STOCK POSITION. ON A V-BLOCK MOTOR, FRONT SPARK PLUGS MUST BE EVEN OR IN FRONT OF UPPER BALL JOINT; ON N-LINE MOTORS, NUMBER TWO (2) SPARK PLUG MUST BE EVEN OR IN FRONT OF UPPER BALL JOINT.
2. Chained, welded, or homemade motor mounts will be permitted, but must meet approval of officials.
3. Any type of header is allowed, but must be directed away from driver compartment.
4. Transmission oil coolers and engines oil coolers are permitted. All tranny lines must be wrapped or run through PVC. Inspection personnel must approve all mountings, lines, and fittings.
5. Skid plates are allowed. Must be separate oil/transmission plates. No full-length skid plates. No bolting or welding to frame.
6. Distributor protectors are allowed. Cannot be any wider than 12" and must not protrude more than 2" from transmission mounting surface on back of engine block. Must be attached to engine or transmission mounting bolts.
7. You may beat flat the engine side of the firewall only, do not weld or bolt firewall. Do not re-enforce the firewall/cowl. Do not beat, paint, bolt, weld on, weld to or modify the driver's side of the firewall/cowl in any way.
8. Transmission protectors are allowed. MUST HAVE 2" BETWEEN PROTECTOR AND CROSS MEMBER ON A FRESH CAR. PROTECTOR CAN NOT BE WELDED OR BOLTED SOLID TO CROSS MEMBER. MUST FLOAT OVER CROSS MEMBER.
9. IF ORIGINAL CROSS MEMBER IS REPLACED, YOU MAY USE OEM OR 2" ANGLE IRON OR 2" CHANNEL MAX OR 2" X 2" 1/4" O.D. NOTHING thicker than 1/4 inch thick. This will be strictly enforced or you will not run.

GAS TANKS:

1. Stock gas tank MUST be removed. A METAL BOAT TANK OR HOMEMADE METAL TANK must be mounted in the rear seat area and bolted down with metal straps. NO PLASTIC TANKS!!! Other types of installations will not be allowed. NO GAS CANS with hoses duct taped. A Marine (boat) tank or an official approved homemade tank is mandatory. All tanks MUST be covered with a rubber cover. All tanks MUST have secure cap. All lines and fittings MUST be leak proof and meet approval of Officials. Electric fuel pumps are permitted but MUST have shut-off within reach of driver. NO MORE THAN ten (10) GALLONS OF GAS IN TANK.

REAR END:

Any automobile rear end can be used in any car. TRUCK OR FLOATER REAR ENDS can be used in any car. You cannot transform a coil spring to leaf spring or vice versa. On models originally equipped with leaf springs, stock leaf springs and hangers MUST be used. Leaf packs on all cars may have no more than 8 leaves per pack. Must be OEM stock. Homemade spring perches or homemade trailing arm brackets may be welded to rear end. Rear end spider gears may be welded solid. You may tilt rear end by shortening or lengthening rear end control arms. Trailing arms may be reinforced. Rear end housing may be reinforced. No dually wheels allowed. Any drive shaft or U joint may be used. Welding of drive shaft is permitted. No extra metal added. Any bracket that shows reinforcement to the frame will not be allowed. JUDGES HAVE FINAL DECISION. You may have five (5) spring clamps per spring. You pick if you want them in front of or behind axle, or split them between the front and back.

TIRES:

1. Only sixteen(16) inch or smaller tires and wheels will be allowed. NO SPLIT RIMS ALLOWED.
2. Valve stem protectors, liquid in tires permitted or screws in rims to hold tires in place permitted.

RACING REGULATIONS

1. All drivers must wear approved helmets, eye protection, long pants, and shirt.
2. A driver that receives a black flag for an intentional door hit will be disqualified from all competition for that night. A driver that receives a black flag for sandbagging or two fires will be disqualified, if in heat you may to consolation. This will be at the judges' discretion.
3. All drivers must attend drivers' meeting prior to derby.
4. All cars must be removed from derby site by 12:00 noon the following day unless otherwise stated at drivers meeting. Failure to do this will result in cars being removed by and becoming property of local salvage operator.

MINI CAR RULES: MAYBE SUBJECT TO DRILLING/SCOPING: JUDGES DECISIONS ARE FINAL

1. Must be powered by four or six cylinder engine.
2. Wheelbase must be 108 inches or less. **NO EXCEPTIONS!**
3. No four-wheel drive vehicles, trucks, jeeps, vans, or sedagans.
4. All four/six cylinder cars must have a cage. Four point minimum. **Mandatory-** all four points be wired or chained to post of car.
5. Stock gas tank **MUST** be removed. A METAL BOAT TANK OR HOMEMADE METAL TANK must be mounted in rear seat area and bolted down with metal straps. **NO PLASTIC TANKS!**
6. All lines under car must be steel lines or if running rubber lines they must be inside of the car.
7. I OEM bumper had no bolts, homemade bumper brackets may go six inches from back side of bumper.
8. No pipe over struts.
9. No kickers

STOCK RULES: CARS MAYBE SUBJECT TO DRILL/SCOPE. JUDGES DECISIONS ARE FINAL

1. Passenger cars and station wagons only. No trucks, jeeps, hearses, limousines, or ambulances. No 03 or newer, chrysler imperials 73 & older, No imperial sub frames. No 61-69 lincolns.
2. No sedagans, no crease enhancements, no sheet metal shaping, forming or folding except what is specifically stated in rules. Remove all glass, mirrors, and plastic. Remove all decking from wagons. Vehicles must be swept clean of all debris.
3. **MANDATORY-** Cars must have seat belts and working brakes. You may carry fire extinguisher, but must be securely mounted and free of movement.
4. No doubling of body panels, no added metal.
5. You may patch floor boards and trunk pans but **MUST** be done this way. Cut out all rust, overlap no more than 1" w/ the same thickness as body material and fasten w/ sheet metal screws 1 every 4" **NO WELDING!!!**

Hood, Trunk, Doors, Body Mounts

1. Hood must be in 100% stock position an open for inspection. May use 2 pieces of ¾" all thread, with washers no larger than 4"OD & ¼" thick, mounted outboard of radiator for hood securement.
2. Trunk lid maybe left in stock position, completely removed, or front half in stock position with rear half tucked inside. **MUST BE ABLE TO INSPECT**
3. Fasten hoods, trunks, and tailgates in 2 places per side per seam. May use 4 strands of #9 wire or piece of chain. **NOTHING TO FRAME!!!**
4. Doors may be fastened in 4 places, w/ 4 strands of #9 wire or piece of chain. Doors may have 2- 3" welds per seam.
5. May replace a max of 4 body mounts if bad. Must be replaced w/ 7/16" bolt and a 1" steel spacer no bigger than 2"x2". All other body mounts and spacers to remain stock and in place.
6. Must have wire or a piece of chain ran from hood to cowl. **ALL JUDGES DECISIONS ARE FINAL**

Cage & Halo bars

1. 4 point cage only(Halo bar optional). Dash bar & rear seat bar max of 3"x3". Driver and passenger door bars, which may run back to rear of car, **But must leave 6" gap from humps & 6" gap from floor.**
2. **MANDATORY-** All 4 points of cage must be wired to post of car.
3. **NO DOWN TUBES. ALL JUDGES DECISIONS ARE FINAL!!!**

Frames

1. Frames must remain completely stock, except for dimpling or notching of rear frame rails. If notched may not reweld.
2. No welding on frame.
3. No pitching of frame.
4. No spacers taller than 2" between core support and frame. Will assume its pitched, you wont run.

Bumpers:**JUDGES DECISIONS ARE FINAL!!!!**

May use any car, stock, steel bumper on any car. Must be mounted 1 of 2 ways.

1. Bolt bumper on using the **CARS** stock brackets and shocks. (No Homemade)
2. Weld bumper on hardnosed to frame, must remove shocks and mounting brackets completely. 2 single passes, **NO EXCESSIVE WELDING**.
3. Using either method, you may bolt or lightly weld one piece of chain per frame rail from back of bumper to frame. Chain must not be any further than 4" from back of bumper.
4. Bumper must be located outside of core support with the front clip & core support in STOCK location.

Engine & Transmission:

1. Any engine & transmission maybe used in any car, but must be mounted in stock position.(standard transmissions allowed)
2. Only the lower engine mounts maybe welded or chained.
3. Headers, floor shifters, tranny coolers, sliders, homemade drive shafts, homemade steering collums allowed.
4. Any type automotive radiator maybe used, must be mounted in stock position. NO RESERVE TANKS.
5. Battery must mounted securely inside passenger compartment, must be covered.
6. No engine cradles, protectors, tranny braces, steel bell housings of ant kind.

Rearends (no truck or floater rearends)

Any stock **CAR** rearend may be put in any car as long as,

1. Cannot transform a leaf spring rearend to a coil spring rearend or vise versa
2. Cannot transform a coil spring CAR to a leaf spring CAR or vise versa
3. Models equipped with leaf springs must use stock leaf springs and hangers.
4. Homemade drive shafts, sliders, and pinion braked allowed.
5. Rearend spider gears maybe welded.
6. Trailing arms & control arms must remain stock, No shorting, No bracing, No welding
7. No welding on rearend housing, No bracing, No aftermarket parts/ axles.

Suspension: must stay completely stock, NO strapping, NO spring spacers, ect ect.

Gas Tanks:

1. Stock gas tanks must be removed. A metal boat tank or home made metal tank must be securely mounted in the rear seat area. **NO PLASTIC TANKS!!! JUDGES DECISIONS ARE FINAL**

Tire & Wheels:

1. Only 15" or smaller tires & wheels allowed. Any type tire, fork lift, skidder tire
2. Small weld in wheel centers allowed. No thicker than 3/8" and no larger than 6"OD. Basically just the lug pattern. **NO FULL WHEEL CENTERS ALLOWED!!!!**

Only welding is bumper, lower engine mounts, cage, and rearend gears. This build should only take 2 days, if you spend more time than that you are over built and will not run!!!!

Questions? Call between 8AM-8PM.

Roger Hunter 618-367-4303 Cliff Phillips 618-339-4984 Tommy Dodson 618-472-4843