

# Garfield County Fair 2025

Garfield County Fair Demolition Derby  
Rifle, Colorado  
Saturday, August 9, 2025  
Derby Starts @ 7:00 PM  
Pits Open @ 3:00 PM & Close @ 6:00 PM  
Drivers Meeting @ 6:00 PM

## CLASSES:

- Limited Weld Full Size
- Limited Weld Compacts
  - Bone Stock Full Size
- ATV/UTV Barrel Racing

## COST:

Car Entry = \$50/car  
ATV/UTV Entry = \$30 ea.  
Pit Passes = \$25/person \*ALL ages  
Entry fees & pit passes are non-refundable

## PAYOUTS:

\*\*\*Guaranteed payouts with a minimum of 5 cars per class.\*\*\*  
Trophies awarded to 1st, 2nd, 3rd, and Mad Dog

### **Limited Weld Full Size:**

1st = \$3500  
2nd = \$2000  
3rd = \$1000  
Mad Dog = \$500

### **Bone Stock Full Size:**

1st = \$2500  
2nd = \$1500  
3rd = \$750  
Mad Dog = \$500

### **Limited Weld Compacts:**

1st = \$1500  
2nd = \$900  
3rd = \$400  
Mad Dog = \$500

*ATV/UTV payout will be decided day of show*

Pre-register and pay by July 15, 2025 to receive 1 free pit pass. [Click here for the entry form.](#) Submit form to: [coddra@hotmail.com](mailto:coddra@hotmail.com)

Payment options: PayPal at [coddra@hotmail.com](mailto:coddra@hotmail.com) or Venmo: [@RMDP1](#)

## **GENERAL RULES - DERBY**

- **No alcohol allowed in pits. Any violations will result in immediate disqualification and departure!**
- A DRIVER SAFETY BELT, SAFETY HELMET, LONG SLEEVE SHIRT AND LONG PANTS (NO SHORTS) MUST BE WORN DURING COMPETITION! Fire suits and neck braces are highly recommended.
- Registration and release forms must be completed prior to inspection. Entry must be paid prior to inspection.
- If your vehicle fails the inspection you may be allowed to make corrections. If you are unable to complete corrections or decline to make corrections your car will be disqualified.
- Entry fees are non-refundable and must be paid before inspection.
- Car numbers are on a first come basis. Car numbers must be visible, dark colors on light colors, vise versa, 12-15" tall and at least 2" thick for scoring and judging purposes
- Drivers must be 16 years old. ID required. All 16 and 17 year olds planning to drive in any event must have a release form signed by a parent or guardian and notarized prior to being eligible to race.
- Car entry fees covers two people entries (driver and one crew member), all other crew members will be \$25 each
- Driver's meeting mandatory. All drivers and pit crew members must attend the drivers meeting. The person that signs as the driver must be the driver for the event.
- Securely mounted fire extinguishers are recommended but not mandatory, if not securely mounted it may need to be removed as to not pose a danger to the driver or other competitors.
- No passengers allowed
- Halo or roll bar mandatory in EVERY class.
- Ignition Kill Switch must be labeled clearly and accessible from outside the vehicle in case of emergency
- Exterior driver side door protection mandatory for every class
- Interior bars that are within reach of driver must be covered in padding
- NO PLASTIC FUEL TANKS, Fuel lines must be securely fastened preferably covered for driver safety
- Cars may be re-inspected at any time by the judges. If cars are found with any patch/welding not allowed in that particular class the patch/welding must be completely removed to pass inspection.
- Protests – If there are any protests there will be a \$50 protest fee that will be refunded if the protest is upheld. If the protest is unsuccessful the protest fee will be awarded to the protested party
- You and your team will be assigned a pit area when you arrive and register, you must keep your support vehicles and crew within your pit area. Any vehicle or support equipment that will not fit in your pit area will be asked to leave that area and park in additional designated parking areas.

**ALL DECISIONS MADE BY JUDGES ARE FINAL!!!**

## **DRIVING RULES-DERBY**

1. Driver safety is the utmost priority, protect yourself and others at all times
2. Drivers must make a hit every 60 seconds and hit must be aggressive.
3. A car with 3 wheels out of bounds will be disqualified.
4. If your vehicle becomes stuck on the barrier you will have 60 seconds to free the vehicle or a judge will disqualify the vehicle and it must be shut down.
5. Hitting a driver's door is not allowed, however with this type of competition we understand it may happen. If the officials feel it was an incidental driver's door hit you will be warned once. If it happens again, you will be disqualified for the heat or event.
6. Car fires - We will let you run as long as we pass a safety check and the driver is ok.
7. If the last two cars in the main event become stuck together for a one minute period and are unable to separate on their own, the judges will make every attempt to separate the cars carefully, so as not to inflict damage to either car so that they may continue the first place battle to provide the audience a great show. The race will conclude when one car is no longer able to continue or the driver breaks the stick/flag in submission. The last one to make an aggressive hit will be declared the winner.
8. Cars must remain in arena until heat is done. Any prize money will be forfeited if car leaves early.
9. If any individual approaches a derby judge while the derby is in process the derby will be stopped and that individual will be removed along with any car that individual is associated with and all money winnings will be forfeited.
10. Sandbagging is not allowed, you will receive one warning, second warning you will be disqualified.
11. Team driving is not allowed.
12. "MAD DOG" Prize Money Bonus will be awarded to the most aggressive driver as deemed by the fans
13. No hot rodding in the pits.
14. Seat belts must be worn at all times during the heat or main event. Any driver found to have removed their safety belt will be stopped and disqualified and all prizes will be forfeited.
15. Drivers shall remain in their vehicle until the end of the heat/event, stay buckled up and braced properly as you may still get hit during the event. If you need to get out of your vehicle for any reason such as injury, attempt to get a judges attention before exiting the vehicle. Suggest to break the stick and wave it to bring attention to yourself.
16. All vehicles in the arena during competition must have a bright orange "in-competition" stick or flag securely attached to the "A" pillar of the vehicle on the driver side that is able to be reached by the driver while seated and buckled in. To signal to other competitors that you are no longer able to compete you must remove or break your stick or flag. If your stick is still up you can still be hit. If you aggressively hit a car that has a broken stick or flag you may be disqualified from the heat or entire event.
17. Any action declared by the judges to be unnecessarily dangerous towards any competitor at any point of the event will be strictly enforced. The competitor and crew may be disqualified and asked to leave promptly and will forfeit any prizes that may have been won or awarded.

## **Limited Weld/Limited Weld Compact**

1. Driver safety is highest priority. Protect yourself and others
2. Any American made car can run with the following exceptions; No 4x4's, ambulances, hearses, trucks, limousines, etc.
3. NO SWAPPING OF FRAMES, MUST BE STOCK.
4. Wagons must have rear window with a minimum of 14" tall by a maximum of 4" wide at normal window opening. Please message with questions or approval

## **CAR PREPARATION**

1. No frame modifications unless specified by class, no boxed frames or loaded bumpers allowed
2. All cars must be stock unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from the car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number. You cannot use the roof sign to strengthen the car.
7. You must use a radiator and it must be in stock location.
8. 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.
9. You can run shifter through the floor, and you can have a switch panel. If you are running an electric fuel pump, it must be hooked up to your ignition switch, so when your car shuts off so does the fuel pump.
10. You may cut wheel wells for tire clearance. Fenders may be bolted together, or you may roll your fender once and weld them. You may do one or the other not both.
11. No radiator guards in front of or behind radiator. No spray foam can be used around radiator and the supports.
12. Sheet metal/panel creasing is allowed

## **TIRES**

1. Tires no bigger than 17 inch rim
2. No split rims
3. No aluminum wheels, steel only
4. No studded tires.
5. Foam filled or doubled tires are OK— we don't want any flats!!!
6. Valve stem protectors are OK. Tires may be screwed to rims.
7. No bracing or bead locks on the outside of the rims.
8. Agricultural/Directional Tires are allowed.

## **ENGINE & TRANSMISSION**

1. Use engine of choice, engine must be in stock location.
2. Transmission pan and engine oil pan may be plated for protection. ¼" plate maximum and this plate must be same width and length of pan only and welded to pan only.
3. Transmission crossmember may be moved and located to mount to transmission tail shaft housing mounts and can only be a maximum of 2"x3"x 1/4" rectangular tubing. Tubing may be welded or bolted to frame rails.

4. Motor plates are allowed, 3/8" thick maximum. 4"x6" plate maximum to mount to the cross member.
5. Transmission coolers are allowed. These coolers cannot be placed to reinforce the car.

## REAR DIFFERENTIALS

1. Use rear end of choice but must be no more than 8 lugs
2. No agricultural rear ends
3. You can tilt rear end
4. Welded or posi-track highly recommended.
5. Slider drivelines are acceptable.
6. Axle Savers are allowed

## FUEL SYSTEM

**NO PLASTIC FUEL TANKS WILL BE ALLOWED! There is no gray area in fuel system safety. Make it safe or you will not run.**

1. Original gas tanks must be removed. You must use a boat tank or well made metal fuel cell (7 gallons maximum), and it must be properly secured and covered.
2. Only metal tanks may be used. Fuel line must be secured and fastened properly, metal line is highly recommended with a maximum of 8" of rubber line on either end. Fuel lines must run inside the car and be protected. Keep away from exhaust. Fuel lines are recommended to be covered.
3. Place fuel cell behind the driver's seat or in the center of the car where the backseat was. No other source of gas inside the car at all. No gas tank or gas line may extend past the rear seat area of the vehicle.
4. Protection bars around the fuel cell inside the car are allowed, they may not reinforce the structure of the vehicle in any way

## DRIVER CAGE

1. A roll bar or halo must be installed behind the driver seat that extends to or above the roof line with round, square or rectangular tubing minimum 3" to a maximum of 8". Roll bar or halo may not be welded to the body in any way. Smaller tubing may be used if it is proper materials (ie. DOM tubing, roll cage material) and designed properly to withstand heavy impact (this may be up to a judges discretion)
2. The roll bar or halo can be directly welded to the top of the frame rails or mounted to the floor of the vehicle with a maximum of 12"x12"x3/8" steel plate. Steel plate can be mounted by welding or bolting to the floor. Only two vertical bars are allowed. The roll bar or halo needs to be able to support the weight of the vehicle in case of a roll over incident.
3. A horizontal seat bar may be welded between the vertical halo bars or between the door posts at seat back height and another horizontal bar may be installed 6" above the floor height behind the driver seat or you may weld bars in an "X" behind the seat between the halo bars, these bars may not be welded to the frame, only welded to the halo. These bars may not be welded to the body in any way. It is recommended to secure safety belts to the cage if using aftermarket belts.
4. A dash bar is to be installed between the lower area of the "A" pillar to replace the original dash. Two vertical bars can be installed from the dash bar to the top of the frame on the inside of the front door seam. The vertical bars can be welded to the top of the frame or attached to the floor with 12"x12"x3/8" steel plate. The steel plate may be attached by welding to the floor pan or bolted through the floor pan. All tubing must be 4" maximum. Dash bar can be made of 6"x6" angle iron.

5. Horizontal door bars may be installed on both sides of the vehicle inside the front doors only. The driver side may have up to three horizontal bars, one at the floor level to protect the foot area, one in the middle of the door and one at the lower side window level. They may be welded to the vertical bar at the dash bar to the halo bar vertical bar. The driver side door bars may be plated fully with  $\frac{1}{4}$ " plate to protect the driver. The passenger side may have two horizontal bars, one at the bottom and one at the lower window level. Horizontal bars must not exceed 6" past the door seams on the front or rear of the front door. Driver side window opening needs to remain large enough to enter and exit the vehicle quickly in case of emergency. These bars may not be welded to the body in any way. 4" maximum tube size.
6. "A" Pillar support vertical bars may be installed inside the "A" pillar from the dash bar up and across the inside top of the windshield area. Horizontal bars may be installed from the "A" pillar support to the halo or roll bar. These bars may not be welded to the body in any way.
7. Windshield bars must be installed, a minimum of two bars and a maximum of four bars are required directly in front of the driver from the dash bar to the windshield bar or the body for safety. 2"x2" square tube or 3"x3/8" flat bar is recommended, can be covered in expanded metal as well for additional protection if wanted.
8. You may weld one 2" diameter rear bar in the center of the rear window from the halo bar to the first 6" of sheet metal on the rear valance area in the trunk area for driver protection. Wagons may weld a rear bar from the halo to the body at the rear of the rear tire inside the vehicle, if the halo bar is outside the vehicle and hole may be cut in the roof to allow the bar inside to be attached. The rear window opening must be 14" or larger on all wagons
9. Frame kicker support bars from the vertical dash bars to the front frame area will be allowed. Kicker bars are to not exceed 12" past the front of the firewall to the front of the kicker bar.
10. A support frame for the fuel cell will be allowed. The support frame can be welded to the halo and seat bars to protect the fuel cell. The fuel cell support frame may not be welded or attached to the frame or body in any way.

## BUMPERS

1. Front or rear bumpers may use any factory inner and outer automobile bumper or 5" X 5" 3/16" square tube with open ends and nothing inside.
2. Bumpers can be no wider than tires front and back.
3. Bumpers may be mounted with any automobile bumper bracket and shock mounted on one side of frame extending no farther back than the first 12" of frame, can use 4" X 4"  $\frac{1}{4}$ " plate to mount bumper to the shock or 12" of  $\frac{1}{4}$ " plate with 4" wrapped around front to mount bumper, this plate can NOT exceed the width of the frame. Pick ONE mounting method only.
4. Rear bumpers may have two straps 2" x 3/8" thick may be welded from trunk to the bumper. When welding these straps to either side. Only a total of six inches may be welded to hold it onto the bumper or trunk on either end.
5. Front bumpers can have two straps 2" X  $\frac{3}{8}$ " thick may be welded 6" on bumper and 6" on radiator support. The bumper brackets must be touching the bumper

## TRUNKS & HOODS

1. TRUNKS You can fold hoods or trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges.
2. YOUR TRUNK LID MAY BE V'D IN THE CENTER , BUT MUST REMAIN AT LEAST 8" OFF THE TRUNK FLOOR, the 8" will be measured from the top of the frame rails not the spare tire hole. If you tuck the trunk lid to the trunk floor you can only use 12" from the end of the trunk cavity and a total of 24" to attach to the floor in a 6" on 6" off welding pattern.

3. Trunk lids must have a 12 inch hole cut in the center of trunk for inspection purposes, inspection hole may have 3 -3/8" or less bolts and 1.25" diameter washer bolting the two layers back together.
4. 2 - 1" All-thread may go from the trunk lid to the frame or trunk pan vertically, If it passes through a body mount hole you must have a 1" spacer between the body and frame. You may weld all thread to side of frame vertically not to exceed the bottom of frame.
5. You may have plates for trunk tie down sheet metal to sheet metal only a maximum of 4" x 4" - 1/4" square. No plates welded to frame.
6. HOODS - Hoods must have at least a 12 inch square hole over air cleaner cut out in case of fire. Any holes in the hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 12 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts. You may have up to four 1" all-thread with 4" X 4" square or round washers on top to hold the hood down, all thread may go from the hood to the frame and be bolted or welded. All thread can not attach to sub-frame. All hood bolts must be placed outside the windshield bars. All bolts must be vertical. No welding of hood to the bumper. Can also use 3 per side 1/8" angle iron 6" long with two 3/8" bolts. Hood MUST be opened for inspection or large enough cut out to see engine fully for inspection.
7. Trunk lids may be chained/ wired/welded/ bolted from sheet metal to sheet metal. No welding trunk to bumper. All doors and trunk can use 3" by 1/8" strapping or 1/4 rod for filler to weld seams.

## SUSPENSION

1. Suspension must be stock height. Bumper height not to exceed 24" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or frame both front and back.
2. Leaf springs must be stock and made of stock spring material, with a minimum 1" stagger and no springs can be as long as the main leaf. You can only have a total of 8 leaf springs per side, no thicker than 3/8" thick and no wider than 2 3/4" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest. You can re-clamp springs, 4 clamps per side. Homemade clamps can't exceed 2x4x1/4".
3. Coil springs can be changed to a stiffer spring or add a spring. You may run up to 1" bolt from your rear end housing to the package tray no chains will be allowed. You can either bolt or chain your rear end in, DO NOT do both.
4. You cannot change the length of trailing arms to shorten or extend them. Rear control arms must be stock but can be reinforced. You may weld them solid.
5. Do not raise the suspension any other ways except what is listed above.
6. You can bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount.
7. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wire) from rear end to frame in 2 spots on each side, must go around frame, do not bolt the chain to the frame.
8. We are going to allow you to weld the chain to the side of the frame, for your chains from the frame to the rear end, you can weld one link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame.
9. When attaching leaf spring brackets you will be allowed to use 4x4 1/4" square tubing no longer than 4" to be welded to each side of the frame rail. Do not reinforce factory mounting plates.
- 10.

## STEERING

1. Tie rod tubes may be manufactured but must stay close to the same length and must mount in the same configuration as stock.



2. Aftermarket spindles are allowed. Do not re-engineer the way the steering components mount to the frame.
3. Upgraded ball joints and tie rod ends are allowed
4. Upper control arms can be welded down with 2"x4" 1/4" plate

## WELDING

1. All doors must be chained, wired, bolted, or welded shut. Drivers' door may be welded inside and outside. Drivers door may be welded shut with strap no bigger than 3" by 1/8" thick on the outside seam. It is highly recommended to reinforce your driver's door with a minimum of 1/8" plate and may not exceed 6" past each driver's door seam. We strongly suggest plating the whole door. In this type of competition all drivers doors will take some type of hit during the event. We want you to be safe and protected behind your reinforcement. ALL OTHER DOORS AND TRUNK MAY BE FULLY WELDED WITH 3" BY 1/8" STRAPPING OR 1/4 INCH ROD FOR FILLER IS ALLOWED.
2. Firewall forward you may also weld two 1/4" solid beads on frame seams only over existing manufacturers weld. MUST LEAVE ONE FRAME HOLE OPEN FOR INSPECTION IN FRONT OF FIREWALL ON EACH RAIL.
3. FRAME PATCHING ALL frame patches will be painted WHITE and have a 1/2" drilled to determine thickness, all frame patches 1/4" maximum thickness, must be done or you will NOT pass inspections. Allowed 12" firewall forward, 6" behind front of front door seam and 12" hump plates. All patches and hump plates behind firewall will be mounted on the outside of the frame. NO patches can exceed the width of the frame. Fresh or preran cars can have patches.
4. BODY MOUNTS Body mount bolts and spacers can be replaced or discarded. No bolts larger than 5/8" with washers no larger than 3".
5. RUST REPAIR/PATCHING You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2" beyond rust. Patching - you are allowed to patch a hole in the passenger side by only using a maximum of 4"x4" patches maximum 18 gauge metal, patches not allowed to touch each other to fill the hole.

## LIMITED WELD COMPACT'S TO FOLLOW LIMITED WELD FULL SIZE RULES

### EXCEPT:

1. Only 4 and 6 cylinder engines are allowed
2. Wheelbase is not to exceed factory length, NO modifying the wheelbase.
3. No full engine cradles "only lower cradles allowed that can attach to the front of the engine, all other motor mounts must be stock in compact class." Carburetor and header protector can only mount to the engine.
4. Transaxle lower cradles allowed
5. Factory four wheel drive vehicles will be allowed as long as one drive line is disconnected making it a two wheel drive.

**Bone Stock**



Any American make car can run with the following exceptions; No 2003 or newer FoMoCo frames, No 1970 or older Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulances, hearses, trucks, limousines, etc...

## **BODY**

- Remove all glass mirrors and plastic. Remove all decking in wagons. Vehicles must be swept clean of all debris.
- No sedagons, ZERO crease enhancement, ZERO sheet metal or frame shaping, forming or folding.
- Deck and hood must be 100% in stock location and open for inspection.
- Anything can be removed, NOTHING can be added.
- Fasten trunks, hoods, tailgates in 4 places, 2 strands of #9 wire. You may weld doors 6 inches total on each vertical seam only 2"x1/8" Strap. Drivers door may be welded 12 inches total on vertical seams only 2" x 1/8" strap , in addition for safety you may plate the exterior of the drivers door with 1/8" thick piece of plate not to exceed 2" past the driver door seams, (FOR DUO DRIVER EVENTS YOU MAY DO THE FOLLOWING TO THE PASSENGER DOOR AS WELL!) Do not weld hood or trunk!
- Body mounts and spacers to remain stock and in place. If they are broken or rusted out, you may replace the bolt with a new bolt the same size as factory with a standard size flat washer for the specific size bolt. No body bolt changing allowed. DO NOT EVEN TOUCH THEM! Exception: You may replace the two core support front body mounts with two 5/8" threaded rod with eight 3-inch washers and 4 nuts. You are allowed up to a 8" long spacer for the core support maximum diameter is 3" OD. Bottom nut and washer must be inside the frame and may extend through the hood. ZERO welding allowed to mount this rod.
- You will be allowed (2) additional hood bolts beyond the core support hood bolts. These 2 additional hood bolts must not exceed 5/8" diameter and can only be 8" in length. They must be attached to sheet metal only.
- #9 wire, or chain required, or (2) 2" wide x 1/4" thick pieces of flat strap may be used (weld 2" to roof & 2" to top of firewall) in front windshield.

## **FRAME**

- NO welding on frames allowed.
- Suspension modifications allowed. But only what is listed here: tie rod ends & ball joints may be changed out to a new stock joint or end only, nothing bigger than factory. A-arms can be swapped out if they are a direct bolt in: Example; Box Ford on a 92-02 Ford, Metric GM on a Old Iron GM.
- You will be allowed to use #9 wire to wire upper a-arms in place for added height (2 loops of wire only per upper a-arm). If this #9 wire is routed around the frame that we feel it will benefit the frame, you will cut it. Or you may use up to 8 links of 5/16" chain per upper a-arm only. Only 2 links can be welded to the frame per upper a-arm. Chain or #9 wire, not both.
- You may use 2 twists in spring spacers per side (store bought, no homemade).
- You may use a single strand #9 wire to hold coil spring to rear end and leaf spring cars may use 4 single strands #9 wire as leaf clamps.
- You are allowed 5/16" chain in place of shocks on the rear axle ONLY! These chains must be bolted into place (NO WELDING) & must be in the exact placement of the factory shocks.
- Doubled coil springs in the rear ok. No front springs in the rear. ONLY DOUBLED REAR SPRINGS WILL BE ALLOWED.

## **DRIVE TRAIN**

ANY drivetrain allowed with the following criteria.

- May use stock or aftermarket engine mounts welded to the engine saddle only.

- You may use two 1/2" thick spacers to raise engine to clear steering components. May not exceed rubber mount area. You may extend off back of engine saddle but nothing excessive, 1/2" flat plate only (example SBC in Caddy, Mopar)
- Cast aluminum bell housings are allowed or top side transmission protector (*choose one or the other*) Stock mounting only and stock cross members only.
- Use any 5 lug rear end, NO full floaters, and NO reinforced trailing arms.
- Floor shifters, headers, gas pedals allowed. None may strengthen the car. (DUO DRIVER EVENTS: DRIVERS SIDE MUST HAVE THE STEERING WHILE PASSENGER SIDE MUST HAVE THE THROTTLE, EITHER SIDE CAN HAVE THE SHIFTER AND BRAKE PEDAL!)
- Lower engine cradles only. Pulley protectors allowed if sway bar is removed, skid plates, protectors of any kind, no aftermarket parts of this nature at all.
- You may swap engines, ie.. Chevy in a Ford.
- Slider drive shafts are allowed
- SMALL WELD IN CENTERS AND A 2" BEAD LIP PROTECTOR ALLOWED (8" Diameter Maximum) NO NARROWED WHEELS. ANY 16" or SMALLER TIRE ALLOWED (TUBED ONLY) NO FOAM FILLED OR SOLID TIRES.

## **DRIVER COMPARTMENT**

- 4-point square cage only with one 2x3 down tube to TOP OF FRAME or sheet metal per side. max 60-inch side bars 6-inch max. Halo bar allowed to back seat bar or Top of Frame. All "down bars" MUST be within the INTERIOR Door Seams. ENTIRE down bar must be within INTERIOR door seams.
- Drivers door must be padded.
- Gas tank and battery must be moved and secured. Tank behind the seat, battery centered in the passenger front floor. (For Duo Driver Battery can be behind the seats or on the dash bar but must not reinforce the car.) Simple gas tank protector allowed must remain a minimum of 6" away from all sheet metal.
- Nothing may be mounted in a way that strengthens the car.
- Trans coolers allowed. Must be mounted inside 4-point cage area. (Outside of cage area ok in Duo Driver as long as it doesn't reinforce the car)

## **BUMPERS**

- You may weld on any stock bumper off of a car legal for this class (80's Duo Driver Class may use a bumper per these rules, meaning you CAN run a 74 Chevrolet Impala bumper on a 80's Ford), you may weld the stock bumper bracket for the CAR ONLY to frame 4 inches from the back of bumper, single pass only. In addition, you may put 4 one inch welds on back side of bracket or to weld shock inside frame (example Crown Vics).
- Bumpers are allowed to be "stuffed" and the chrome beat down & welded.
- Shocks may be collapsed and welded. All shocks and brackets in stock location for the car you are running and must be flush with the front of the frame or extended beyond the front of the frame. Again, all bumper brackets and shocks must be in stock location. Or you may shorten the frame to one inch in front of the core support and hard nose but brackets can not go back any farther than stock. Example: 79-02 Crown Vic if you shorten the frame the allotted amount (1" in front of core support) you'll be removing approx. 2.5" of frame, you must shorten down your bumper shock so the rear of it would bolt in the factory location.
- You may chain, one piece of chain per side BOLTED from the mount to mount to hold on the bumper. Only welding allowed is doors, bumper, engine mount, and cage!

Simple rules, simple build, keep it that way. Again, do not get "creative" or read into these rules, let's get back to the basics. Remember, if it is not clearly described above, it is NOT allowed.

## **REPAIRS**

Fresh cars allowed, (1) 4"x6"x1/4" thick plate w/ 1" hole per frame rail. Plates must be flat on the frame.

Pre-Ran Car's will be allowed (3) 4"x6"x1/4" thick repair plates per frame rail. Repair plates must have a 1" hole in it to gauge thickness. Repair plates must be flat on the frame and have a 1" gap between plates. For any rust repairs, please call. #9 wire is allowed on pre-ran cars only. (1) Place per window opening with (3) loops = (6) strands. This wire is only allowed to go from the roof to the frame or floor, NOT AROUND the cage at all. "Eye Bolt" bolts are allowed to tighten wire. You are allowed a washer where the wire passes through sheet metal but the washer cannot be welded.