

## 2019 Stearns County Fair Demolition Derby Rules (ver. 4/11/19)

### Sponsored by Community Connection of Sauk Centre

#### PLEASE READ ALL RULES AS THEY HAVE BEEN CHANGED

First and foremost, we have done all we feel we need to do to keep the driver safe, if it is not enough and if you feel that you are in any danger of getting hurt in this event- Please DO NOT RUN. If at any time during the demo heat you feel you are in danger of being hurt, SNAP YOUR FLAG and alert a timer or official. **Highlighted items are new or changed**

### General Rules

- You must fill out and sign your W-9 (incl. your social security #) BEFORE you will receive your check-NO ACCEPTIONS. Form will be available on line at <https://www.irs.gov/pub/irs-pdf/fw9.pdf> or at the concession stand derby night. Drivers must have a valid driver's license. Anyone age 16-17 must have a notarized parental consent form provided by us to be allowed in the pit area. This form is available on the fair website. Everyone entering the pit area will be required to sign a waiver of liability. Pit Fee is \$20.00. You will not be allowed into the demolition derby without the correct license and/or consent forms. No one under the age of 16 is permitted in the pit area. Registration Fee \$50.00
- Open Hood Inspection – Please have hood open at time of Check In!!
- A fully charged two-pound fire extinguisher must be in the car within reach of the driver and easily accessible. Fire extinguisher must be secured. In the event of a fire you have two chances; on the third fire, you will be disqualified.
- The following items are not allowed on or in the cars: glass, windows, lights, no mirrors, loose objects, trailer hitches, door handles, ornaments. No profanity on the cars. All chrome side moldings, rocker panel moldings, balancing weights and hubcaps must be removed. All items must be removed PRIOR to entering the fairgrounds.
- Any vehicles with rims or tires in trunk, radiators inside of car, sand or cement in frames or any additional metal will be disqualified. You may use screening over your windshield
- Cars must be removed from the fairgrounds by noon the following day or the driver will be billed for all expenses incurred removing the vehicle including but not limited to fines, towing, storage, collection fees and attorney fees.
- All vehicles require a sign permanently affixed to the roof of the vehicle. The sign must be at least 12" x 12" in size and have the vehicle's number clearly marked on both sides.
- Drivers must compete. No sandbagging.** (you must make a hit every two minutes. Hits must be aggressive! If officials feel you are not honestly competing, you will be disqualified.
- Ramming of driver's door will be grounds for immediate disqualification. If door is not florescent or contrasting in color, it becomes hard for the track officials to catch.
- No alcoholic beverages or drugs are permitted on the fairgrounds. All vehicles in the derby or pit area are subject to search at any time.
- All vehicles may be re-inspected at any time.
- All electric fuel pumps must have shut off switch
- Drivers must wear eye protection and helmet and wear your seatbelt
- Drivers may not wear shorts
- Cars must have working breaks
- All vehicles must have 2 holes 10" cut in hood over exhaust manifolds for fire safety. Only 1 required in 4 cylinder.
- Battery must be inside car and must be covered in rubber
- Factory gas tanks must be removed. No plastic tanks. Must be covered in rubber

### **Official's rulings are final!!**

**The driver is responsible for any member of their pit crew. Any rule found violated will result in disqualification of driver, pit crew, and car. All prize monies, trophies and entry fees will also be forfeited.**

## **Pure Stock Chain Class Rules**

- All cars are acceptable except imperials, convertibles or hearses.
- No more than 2 chains per door. Each chain can only wrap 1 time. Drivers door only may be welded
- Hood and trunk allowed 4 chains each one wrap and 1 bolt - chain cut to length-**bolt in core mount?**
- Safety Bracing will be allowed behind driver's seat (see diagram) 4-point cage will be allowed 2" to 4" max
- Gas tank protectors will be allowed-must have a 4" gap from any tin.** (put in all classes)
- Transmission coolers allowed
- No sliding drive shafts allowed
- No Distributer protectors allowed
- Must leave original body mounts and bolts
- Exhaust stacks are allowed
- Shifting linkage may be modified
- Any pneumatic tires allowed -NO FOAM FILLED OR SOLID TIRES.
- Dash bar and bar behind driver seat will be allowed and can be connected. Connecting bar on passenger side must be 6" from passenger door. No down bars or kickers from cage. 4" dia. max.
- Ignition modification allowed
- Welded positive traction will be allowed.
- Pre-denting will be allowed
- No mid plate allowed
- No tilting of frame.
- A arms may have one chain, one wrap or 1 bolt per A arm- NO welding.
- No pully protector
- No carb haloes
- Lower engine cradle allowed
- No full engine cradles allowed
- Any OEM bumper allowed. Hard nosing allowed, no metal added to frame.
- Bumper brackets must remain stock for that make, model and year car.
- OEM bumpers may be stuffed.
- Minor allowances will be made for cars running in previous demo derbies at the official's discretion.
- Pre-run cars can plate 12" per frame rail but must be able to prove where it was bent or damaged.

## **1/2 Ton Truck Chain Class Rules**

### **NO WELDING EXCEPT WHERE SPECIFIED**

- Driver's Door ONLY may be welded shut.
- Each door is allowed one wrap per door – no welding allowed
- No more than 2 chains per door, each chain can only have 1 wrap. Hood and tailgate will be allowed 4 chains each 1 wrap per chain.
- Dash bar and bar behind driver's seat will be allowed and can be connected to dash bar. Connecting bar on passenger side must be 6" from passenger door. No down bars or kickers from cage. 4" dia. max.
- May weld box to cab-tin to tin only-3-3"x 3" x 1/8" straps only**
- Transmission coolers allowed
- Rubber bushing may be removed from between the frame and the body.
- Exhaust stacks are allowed
- Shifting linkage may be modified
- Welded positive traction will be allowed.
- Pre-denting will be allowed
- No added sheet metal around wheel wells – trimming is acceptable
- Engine may be chained – no welding
- Minor allowances will be made for cars running in previous demo derbies.
- NO Sliding drive shafts will be allowed.**
- Any OEM bumper allowed. Hard nosing allowed, no metal added to frame.
- Bumper brackets must remain stock for that make, model and year.
- OEM bumpers may be stuffed. Maximum bumper height 30" to top of bumper
- Bolting of A arms is allowed as long as the bumper height restrictions remains in regulation.
- May add 2" stock to front suspension to gain maximum bumper height.
- Pre-run cars may have no more than 12" of plating per frame rail. – No Cradles swaps.
- Radi barrels and transmission coolers are allowed-bolted with no more than 4 bolts or welded with no more than 4 - 3" welds**
- up to 8 bolts total may be used to secure box to frame – no more than 1" diameter.
- Lower engine cradle allowed - No full engine cradles.
- No mid plates allowed
- No pully protectors allowed
- No carb halos
- No distributor protectors.
- Leaf springs allowed on 1974 and newer-NO extra clamping or welding – Front springs must remain factory

## *Limited Weld Class Rules*

### NO WELDING EXCEPT WHERE SPECIFIED

- All cars are acceptable except imperials, convertibles or hearses.
- All doors may be welded shut – 5” on 5” off
- Hood may be secured by no more than 6 - ¾” all thread. Only 2 may go to frame.
- Trunk may be welded 5” on 5” off or 4 ¾” all thread. Only 2 may go to frame.
- Transmission coolers allowed
- Hybrid rear ends are allowed
- Rubber bushing may be removed from between the frame and the body.
- Exhaust stacks are allowed
- Shifting linkage may be modified.
- Pre-denting will be allowed
- No added sheet metal around wheel wells – trimming is acceptable
- No mid plate
- Pulley protectors will be allowed
- No carb halos
- No distributor protectors.
- Lower engine cradles allowed
- No full engine cradles
- No gas tank protector
- Minor allowances will be made for cars running in previous demo derbies at the official’s discretion.
- Sliding drive shafts will be allowed.
- Any OEM bumper allowed. Hard nosing allowed, no metal added to frame.
- OEM bumpers may be stuffed.
- Bolting or welding of A arms is allowed as long as the bumper height restrictions remains in regulation. 18” to bottom of bumper.
- Pre-run cars may have no more than 12” of plating per frame rail.
- No Cradle swaps.
- Radi barrels are allowed
- Transmission coolers are allowed
- Cage may be 4” max. No down bars or kickers from cage.
- DRIVERS SIDE ONLY, may have one down bar from cage to floor, or frame, along drivers seat only.

### *Mighty Mini’s Class-in addition to Modified Rules*

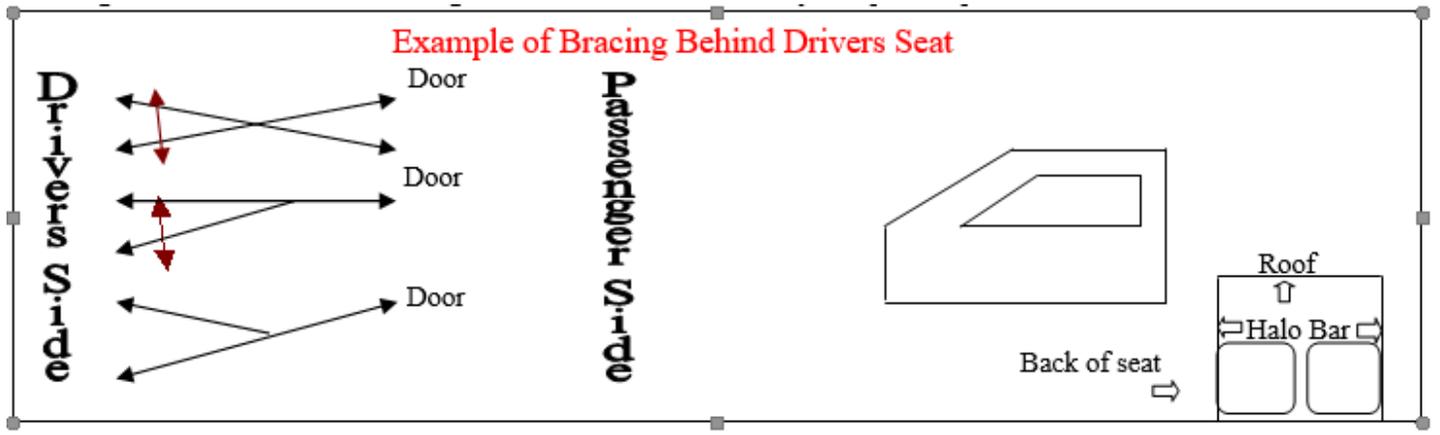
- Class includes mini trucks, and mini vans
- Transmission coolers allowed
- No V8 engines
- No All-Wheel Drive. Must take out one drive shaft on all wheel drive
- May use a shocked bumper and may weld to frame
- No dash bar kickers
- Kickers from the core support allowed no farther than 12” back from the core support
- Gas tank protectors are allowed
- May cap c channel frame from front bumper to fire wall only.

### *Modified Trucks*

- All trucks are acceptable including 4 x 4 trucks (One drive shaft must be removed)
- Pre-run trucks may have no more than 24” of plating per frame rail.
- Motor may be welded in. Brackets must be behind engine pulleys left to right up to four spots with no more than 4” of weld on frame.
- Transmission coolers allowed
- Chain hood to bumper with no more than one chain cut to length, with one wrap and one bolt to hold chain together or may use 6 bolts up to 1” x 10” only to frame for securing hood.
- Must have 6” hole in cab and box for gas line.
- Eight extra bolts allowed in floor of box using no larger than 4” x 4” washers. No larger than 3” x 3” x ¼” angle iron can be welded inside to secure tailgate to box. Fenders and inner fenders can be bolted together using no more than 5, 3/8” x 1” bolts on each fender. Tailgate can be welded to rear bumper using a metal plate no wider than the width of the truck bed x 12” x ¼”.
- Front suspension can be solid. A-arms can be welded but no reinforcements. Reinforced tie rods accepted.
- Bumpers can be welded (any OEM bumper) to the frame. No extension of frame. Bumper height no higher than 30” from the ground to the top of bumper. May have homemade bumpers.

## Modified Rules

- All cars are acceptable except imperials, convertibles or hearses.
- Homemade, stock appearing bumpers allowed.
- May replace stock bumper brackets with 4" x 3/8" plate steel to the A arms.
- No reinforced suspension, no welded shocks or springs (no truck springs).
- The trunk lid may be welded shut and trunk lid may be secured by no more than four one-inch bolts, only 2 to the frame. No straps may be welded to the bumper or frame
- May fully weld all doors shut.
- Radiators must remain in stock position. Radiator barrels are allowed. They must be attached to core supports only and NOT to frame. 4 spots only, 3/8" bolts max or 4-4" welds-NO KICKERS. Radiator must be vented.
- Transmission coolers allowed, but must be covered in rubber.
- Cars manufactured without a center post may be equipped with a strap no larger than 4" wide and 1/4" thick welded on the roof and door.
- Halo Bars allowed, can be welded or bolted the roof with 2 bolts and either welded to the floor tin or cage-NOT BOTH.
- Hood may be secured with 6 bolts 1" max - only 4 may be mounted through the frame.
- Transmission braces will be allowed
- Hump plates are allowed.
- Tires: No studded tires. No size restriction but vehicle must stay in bumper height restrictions. No Split rims unless fully welded all the way around, double tires allowed
- A gas tank protector is allowed. May be constructed with no more than 4" OD material.
- Distributor protectors will be allowed.
- Pre-demoed cars will be assessed by officials at the time of check-in and admission will be at their digression
- Hybrid rear-ends are allowed. May use any automotive rear axle with up to 9 leaf springs, max with 6 clamps per side. NO LEAF CONVERSIONS
- Front A-arms may be bolted or chained down or welded.
- Sliding drive shafts will be allowed!!
- Pre-run cars may have no more than 24" of plating per frame rail.
- Safety cage will be allowed, 4" max.
- Engine cradles will be allowed w/or without steel motor mounts
- Solid front suspension bumper height = 18" max to bottom of bumper.
- No kickers in any modified car



## **Builders Class**

- Builders Class- Any American made car can run with the following exceptions; No 4x4's, ambulance, hearses, trucks, or limousines.
- Frame
  - Seam Welding- ▪ All frame seams can be welded, ½" wide bead maximum, only 1 pass on all frame seam welding.
  - Tilting- ▪ Tilting is allowed, the only tilt that can be supported by additional material is the tilt at the transmission cross member.
  - Shortening- ▪ Shortening of frame is allowed.
  - Frame Shaping- ▪ Frame shaping is allowed.
  - Frame Repair- ▪ Frames can be plated, but you must show the proof of the bend. No more than 40" of plate total. Any excessive plating will need to be cut. Re-stubbing of cars is allowed.
  - Hump Plates- ▪ you can have a hump plate. Plate can be 32" long x 3/8" thick and cannot be taller than the height of frame. If leafing a car that is not leafed from the factory, you cannot have a hump plate.
  - Bumper- ▪ you may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape, but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. ▪ If you choose to manufacture a homemade bumper it must either:
    - Conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide/deep at the tip of the point. The point may only extend out 4" from the flat part of the bumper. No Part of the bumper may extend past the front most part of the frame rails.
    - Conform to the stock dimensions of a bumper legal for this class. It must follow the dimensions of the stock bumper in height, depth, and point specifications. You do not need a skin or backing if following the stock dimensions. If you are manufacturing a bumper to these specifications, you need to have the bumper approved prior to the show.
  - Bumper Height- ▪ Cannot exceed 24" to the bottom of the bumper/frame from the ground and it must be a minimum of 12" from the ground to the bottom of the bumper or frame in the rear, whichever is lower. Rear rails cannot be higher than 24"!
  - Bumper Brackets- You get 2 choices, pick 1 or the other, not both! ▪ Any automotive bumper brackets may be used from any car that is legal to run in your class. No more than one set of brackets may be used. Welding of shocks to the bracket is allowed in the factory position. Shock must be stock with bracket. Brackets cannot go any further back than the very front most part of your front top- a-arm mount factory weld. OR ▪ You can use (1) 5" wide x 3/8" thick plate or (1) 3" x 3/8" circle tube extending from your bumper down the frame and cannot extend any further back than the very front most part of your front top- a-arm mount factory weld. This bracket can be on more than one side of frame. You can 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. Do not abuse this rule YOU WILL CUT.
  - Rear Bumper Bracket- ▪ cannot be any longer than 12" from back of frame rail.
  - Rear Frame Rails- ▪ You may tie frame rails together behind the rear end with 4 loops of #9 wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld 1 – 3/8 chain link to the side of the frame to run the wire through. This wire may pass through the trunk floor if you choose. ▪ Notching/Dimpling is allowed, pre-bending rear frame rails is allowed.
  - Transmission Cross Member- ▪ you must run the transmission cross member in the stock location for the car you are building. 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. If you replace the cross member, it can be no larger than 2"x3"x1/4" rectangular tubing or 2.5"x1/4" round tubing. ▪ the transmission cross member must be one piece and must be straight from side to side (no extra material in cross member). Cross member cannot be refabricated in any way. You can pressure into cross member and weld transmission brace to the cross member. Sherburne County Fair Builders Class 4 ▪ you are required to drill a ½" hole in the cross member on the bottom side 6" from a frame rail for inspection purposes. If you don't drill the hole in advance it will be torched while on the hoist! ▪ The transmission cross member is the only method which the transmission may be tied in. The transmission brace and skid plate can only meet the cross member over a 12" surface area.
  - Engine Cross Member- ▪ Engine cross member can be plated or fabricated. Inter-marriage of engine cross members is allowed.
- Body
  - Doors- ▪ You may weld your doors solid with nothing larger than 3" by 1/4" strap, it must follow the door seam. ▪ You can add bracing to the exterior side of the driver's door. Drivers Door 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 driver door seam either forward or backward. ▪ Doors can be welded along the top (where the window comes through), no strapping larger than 3" by 1/4".
  - Shaping- ▪ Body lines/shaping may be pounded on outside of car.
  - Body mounts- ▪ Bolts can be replaced with up to 1" bolts. Bolts may extend through body and have up to a 5x5x1/4" square or 6"x1/4" round washer on top. ▪ Bolts must be up inside of frame as factory and may not to exceed 6" long. ▪ Absolutely no body mounts may be moved or added, unless otherwise specified. > #9 Wire in Window Openings- ▪ #9 Wire is allowed in window openings. There is no rule on how much, but we must be able to get you in and out of the car in case of emergency.

-Hoods and Front Clips- ▪ Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer to pinch the hood sheet metal back together. ▪ You are allowed 8 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" allthread. (4) rods may go to the frame. ▪ Other 4 connections must be sheet metal to sheet metal only, 8" long maximum. If you do not have sheet metal to go through on the bottom, you may weld a 5"x5"x1/4" square plate off the inside of the fender, with a 1" hole for the rod to pass through. ▪ If not using threaded rod, chain (3/8" max) 9 wire (4 strands) or angle iron (6" long, 2" x 2", 1/4" material welded to hood and fenders with (2) 1/2" bolt through it) is allowed, 6 connections max. ▪ You may have washers for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round.

-Core Supports- ▪ Core supports can be interchanged, core support must come from a car legal to run in this class. ▪ If you wrap or fold your fenders around the front of the core support do not exceed (6) 3/8" bolts and 1.25" diameter washers to bolt back to the core support per fender. ▪ Core support spacers may be welded to the body and core support mount. Single weld not bigger than 1/2". ▪ Core Support Spacers cannot exceed 3" square material.

-Sheet Metal Rust Repair- ▪ DO NOT cut any sheet metal you are repairing out. Sheet metal must be same thickness as body.

-Trunks- ▪ Truck lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes. If these holes are strategically placed so that we cannot see what we want to see to inspect the inside of the trunk you will be asked to cut more or bigger holes. ▪ Trunk seams can be welded solid with 3" wide 1/4" thick strapping. ▪ Your trunk lid may be V'D or canoed in the center. ▪ (4) 1" All-thread may go from the trunk lid to the frame or trunk pan. If welding to frame rod must be welded vertically. Threaded rod must pass through trunk lid and not through fender.

-Rear Window Bar- ▪ You are allowed up to (2) rear window bars which may not be any larger than 2x2x1/4" square tubing or 3"x1/2" flat strapping. The bar must be in contact with the front trunk seam and can only extend 6" on the trunk/speaker deck and must stay on top of trunk sheet metal.

-Front Window Bars- ▪ For safety, all cars must have (2) windshield straps or bars extending from the roof of the car to the firewall/dash. Straps cannot be any larger than 3"x3/8", and bars cannot be any bigger than 2"x2"x1/4". Sherburne County Fair Builders Class 5

➤ Radiators- ▪ Radiators and radi-barrels are allowed. If running a radi-barrel, it must be mounted at the front most part of the vehicle. ▪ You may have material in front of the radiator, but none of this material can extend past core support bolts.

#### -Engines, Transmissions, Braces, and other Equipment

-Gas Tank- ▪ 15-gallon tank max, Fuel cells must be well constructed and out of a durable material. No plastic tanks, metal is preferred, boat tank type is fine. Any splashing, spilling, or leaking of fuel will result in a broken flag. Fuel cells are recommended to be mounted to the gas tank protector/ cage. ▪ Fuel tank must be bolted or chained in place with a floor mat covering it. No ratchet straps unless it's a secondary device. ➤ Gas Tank, Transmission Cooler, Battery, Pedals, Shifters, etc. ▪ All equipment must be fashioned tightly to the vehicle! \* We do not want to see anything come loose during the event, if it does, your stick will be pulled. ▪ Equipment cannot be attached to floor sheet metal and cage, one or the other.

-Drive Shafts- Slider drive shafts are allowed.

-Motor- ▪ Use motor of choice.

-Distributor Protectors/Full Cradles- ▪ Cradles will be allowed, must be attached to engine or transmission only, back most part may be no wider than 12 inches. It may not be welded, bolted, or connected to body or hood in any way. Forward supports (halo bars) must be inside normally positioned headers and not extend past the water pump. No portion of the midplate or distributor protector may extend past the heads more than 3".

-Engine Attachment- ▪ You will be allowed to weld your engine in, all welding must be on the engine cross member only.

-Transmission Brace and Skid Plate ▪ You may run multiple bars down or one solid plate that conforms to the transmission, this can run from the back of the heads or DP to the back of the transmission. Your trans brace can only be 12" where it meets the transmission cross member. You can build a 90-degree angle where it meets the transmission cross member and it may be chained, bolted, or welded to the cross member.

#### -Cage-

-A 4-point cage and some sort of rollover protection is mandatory, this is a non-option. Safety is our #1 priority. A 4-point cage consists of a dash bar, a bar behind your seat, and 2 bars connecting those bars running along your doors. Either a bar that extends up from the back-seat bar, behind your seat, and is welded/bolted to the roof, or a halo bar that extends up from the side bars and connects with a bar across the top of the roof will be sufficient for rollover protection.

-4 Point Cage and Gas Tank Protector- ▪ All cage material may be no larger than 8" diameter. ▪ Door bar lengths are not to exceed 62". This bar must not extend more than 18" behind the center post on a four-door car and 10" behind the center post on a two-door car. ▪ Door bars may be located inside the door. ▪ The bar behind the seat can be no further than 6" behind the seat and must follow the center post rule above.

-Down Bars- ▪ You will be allowed (8) down legs. Down legs can be no bigger than 2"x3"x1/4", welded to the door bars, and they must be completely vertical. All down bars must be inside the passenger compartment. They cannot extend higher than the cage bar unless being used as your rollover bar. These bars may be welded to the top side of the frame and must not have any other material use to weld the down bars to the frame. If these legs are welded to the front or back of the door bar they will be added to the total length of the bar, which is still not allowed to be longer than 62".

-Halo/Rollover Bars- ▪ Must be attached to the 4-point cage following the length of bar rules above. Can be welded to frame with no larger material than 2"x3"x1/4". Must be vertical, not angled forward or back. The bars may be bolted to the roof with (4) 1/2" bolts.

#### -Wheels, Suspension, and Steering

-Rear Suspension- ▪ Converting from a coil spring car to a leaf spring car is allowed. If you convert a coil sprung car to leaf sprung, you cannot have a hump plate. Sherburne County Fair Builders Class 6 ▪ You will be allowed to run (2) 1" rods, that may be welded to the rear end, up through the factory hole in the package tray, and up through the body. This rod can be welded only to the rear end, if welded anywhere else, you will need to cut all the way around the rod and remove the piece completely. ▪ Coil Sprung Vehicles- ▪ Coil sprung vehicles may double springs, stretch springs etc. to get rear bumper height. ▪ Leaf Sprung Vehicles- ▪ Leaf sprung vehicles can restack their pack. 3/8" max per spring, and springs cannot be more than 3" wide. 9 leaf max, you may have 1 spring as long as your rear main, but only one. These 2 must be in the top of the pack, and all other springs must be shorter than the main. 6 leaf clamps are allowed on each set of springs, these may be homemade, but cannot be more than 4" long x 2" wide x 1/4" thick, (2) 3/8" bolts may be used to clamp these together.

-Rear-Ends- ▪ Use rear end of choice but must be no more than 8 lugs. Welded or posi-track highly recommended. ▪ Stock rear end control arms can be reinforced. You can fabricate your own control arm, but material cannot exceed 2"x3" thickness. Control arms must clear all frame and rear-end components, they cannot be fabricated to strengthen car or frame. They must have a bushing or at least a bolt and pivot unobstructed what so ever. They may be shortened or made longer for pinion angle. They must attach in stock configuration for the suspension setup you are using.

-Tires and Wheels ▪ Wheels no bigger than 16", no split rims, no studded tires. Doubled tires are ok, we don't want any flats! ▪ Foam filled tires are not allowed on drive tires, they will be allowed on steer tires. ▪ Outside of the rim may be reinforced. Valve stem protectors are ok. Tires may be screwed to rims. Wheels may be bead locked. You may run weld in centers.

-Front Suspension and Steering- ▪ Tie Rods, Ball Joints, and Spindles- ▪ Aftermarket tie rod, ball joints, and spindles are allowed. ▪ A- Arms/Control Arms- ▪ A-Arm swaps are ok, welding a arm down solid is ok.

#### -2003+ FoMoCo Products

-Welding in Cross member- ▪ Cross members can be welded in, must follow the engine cross member rules above.

-Bolt in Cross member- ▪ Bolt in cross members are allowed, material cannot exceed 3/8" thick material, and cannot be significantly wider than the engine cross member. If building a bolt in cross member it must be approved prior to the show.

-Spring Pocket- ▪ You will be allowed to weld a spring pocket onto frame, spring pocket cannot exceed 6" diameter, 3/8" material thickness max. You must have a 1" inspection hole in the spring pocket. Spring pocket must be flat on the top, it is only used to make a spot that the a-arm can rest on, not to reinforce the a-arms. If we feel your spring pocket is excessive, you will be required to change it to run.

#### -Kickers

-All vehicles will be allowed (2) 3"x3" kickers extending from the dash bar to behind the a-arm. You can weld a 6"x6"x3/8" pad for the kicker to land on to the frame.

-You are permitted (1) kicker from the dash bar to the back of your cradle. This kicker cannot exceed 4"x4" tubing.

-No sheeting of vehicles, other then what is specified in these rules. No plating cars unless there is a bend. This is a builder's class, not an anything goes class.

**These are the remaining classes that will use the Modified Rules**

**Light Modified Class**

Refer to Modified Rules

Light Modified Class - No V-8 engines

-Maximum wheel base of 104 15/16" rear wheel drive to a

-Maximum wheel base of 111" front wheel drive

**Compact Modified Class**

Refer to Modified Rules

Compact Modified - No V-8 engines

-Maximum wheel base of 104 15/16" rear wheel drive to a

-Maximum wheel base of 106" front wheel drive

**Classes and Heat Schedule!**

**Thursday**

*Light Modified*

*Pure Stock Chain*

*Limited Weld*

*½ Ton Trucks Chain*

**Friday**

*Builders Class*

*Limited Weld*

*Compact Modified*

*Modified Trucks*

**Saturday**

*Pure Stock Chain*

*½ Ton Trucks Chain*

*Light Modified*

*Mighty Mini's*

**No Consolation Rounds**

**Prizes:**

-Trophies down 3 places. Pay down 4 places

-Chain Class will be paid: \$600.00, \$450.00, \$300.00, \$100.00

-All other classes will be paid: \$800.00, \$500.00, \$300.00, \$150.00.

-Feature will be determined by the class with the most cars for that night.

-1<sup>st</sup> Place in Feature gets an extra \$100.00, 2<sup>nd</sup> Place gets an extra \$50.00

-Mad Dog will receive \$150.00 + trophy

-Best paint will receive \$100.00 + trophy-judged by track officials.

Guaranteed Payout in all classes with 5+ cars

**We will not be taking registrations by mail. All registrations will be at the gate.**

**Please ensure that you AND your pit crew have driver's licenses, notarized and signed parental consent forms with ID's and your registration form filled out, both available at**

**[www.communityconnectionsaukcentre.com](http://www.communityconnectionsaukcentre.com)**

For more information on rules

**During Business Hours Only**

Contact: Quint Swedenburg

320-352-3344

320-293-5021

**[swedenburg@mainstreetcom.com](mailto:swedenburg@mainstreetcom.com)**