

Oblong, IL 2023 Demolition Derby Rules

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Towing & Transporting

Towing and transporting DEMOLITION DERBY cars and trucks to and from the fairgrounds must meet highway safety codes. This is including: proper lighting controls, safety chains, tow bars, towing trailers, etc.

Running for ALL CLASSES

Safety belts, Z-90 approved helmet, goggles or face shields are mandatory.

NO deliberate hitting on the driver's door. STRICTLY ENFORCED!

Vehicles must always have dependable brakes and boundaries including loading equipment must be observed. Any car shoved or driven out of bounds may immediately be disqualified if it is a safety hazard.

NO DRINKING OF ALCOHOLIC BEVERAGES on fairgrounds will be tolerated. Any driver or pit person under the influence of alcohol or drugs will be removed from the grounds. Coolers WILL BE checked AND confiscated if any alcohol is found.

No cars are permitted in the competition area before the heat in which they are competing.

A vehicle will be disqualified if a door comes open during the heat.

A one- minute limit is enforced by the track officials for restarts and making aggressive competitive contact with another car. Simple contact does not constitute combat and could be considered sandbagging.

All cars are to be removed from the Fairgrounds following the show or they will become the property of the Fair Association and the officials will have them removed. A removal deposit may be required in some cases.

A fire extinguisher in close reach in the driver's compartment is recommended.

There will be two inspections of cars. One in the pit area before the derby beings and the second immediately before entering for the feature. Heat race winners and feature winner cars will be re-inspected. If a car is suspected of any building violations associated with their class, monies WILL NOT be given.

Additional safety regulations may be imposed depending on track conditions.

NO VEHICLES WILL BE LOADED BY TRACK EQUIPMENT BETWEEN HEATS! DO NOT ASK! This equipment is for track removal only, come prepared to have your car or truck loaded yourself. (i.e., winch, come along, Armstrong, etc.)

If cars do not have a number on them, they will NOT run. Every can needs a 20x20 roof sign!

PASSENGERS ARE NOT ALLOWED IN MINI CARS, MINI TRUCKS, AND TEAM CARS! ALL OTHER CLASSES MAY HAVE PASSENGERS!

Passengers MUST be 18 years of age!!! NO EXCEPTIONS!! Passengers MUST sign a release form at check in. Passengers MUST show a VALID ID TO PROVE AGE OR YOU WILL NOT RIDE!!

All classes can use an unlimited amount of number 9 wire double strand anywhere on the car outboard of radiator. (No number 9 wire may be used on suspension in wire class.)

If the rules say you can do it, then do it. Do not read the rules and try to interpret rules to fit your needs! JUDGES HAVE FINAL SAY! If you have questions CALL the inspectors. The driver MUST sign in before going through inspection. Once you sign in NO REFUNDS WILL BE GIVEN! You have three chances to pass inspection! After the third trip or 6:00pm you will NOT be allowed to compete, and you WILL forfeit your entry fee.

Entry Fees & Pit Passes:

Entry fee for drivers is \$40 per car and \$20 for passengers and \$20 for pit passes.

Payouts

Bonestock 1st 2nd 3rd

Chain & Wire Trucks 1st 2nd 3rd

Mini Trucks 1st 2nd 3rd

Compacts 1st 2nd 3rd

Powder Puff 1st 2nd 3rd

Modified Cars 1st 2nd 3rd

Modified Trucks 1st 2nd 3rd

2023 Compact Cars

If there are more than 15 cars, we MAY run heats! Cages are mandatory in Compact classes. 108" wheelbase on front wheel drives and 105" wheelbase on rear wheel drives. These wheelbase limits will be STRICTLY enforced! NO EXCEPTIONS!

Pre-rans:

Pre-rans may have 4, 4"x6"x1/4" plates. They MUST be on the outside of the frame and have a 1/2" gap between the welds.

Engines and Transmissions:

No engine cradles are allowed. The engine may be welded at the factory location ONLY. Transmission crossmember can be no bigger than 2"x3"x 1/4" round or square. Transmission crossmember can be welded solid to rails or can have one piece of angle iron 2"x6"x 1/4" per rail. No gussets from crossmember to frame!

Radiator:

No homemade radiators. Radiator protector can be wire mesh 1/4" thick fastened with 3/8" bolts to core support in four places TOTAL and cannot be welded. You may run manufactured radiator guards such as Nir or Ski Inc.

Rust Repair:

For any rust repairs on the body or frame contact Rodney Shook @ 618-421-2938 BEFORE repairing or you will cut!!

Hump Plates:

NO HUMP PLATES!

Frames:

WHAT IS NOT ALLOWED:

NO FRAME SHAPING

NO PINNING THE FRAME

NO PAINTING THE FRAM

NO KICKERS

WHAT IS ALLOWED: you can weld the top and bottom frame seams from the firewall forward. Pass may not be any larger than 1/2" wide. DO NOT reweld the upper or lower A-Arm brackets when welding the frame seams. Frame may be shortened but must be able to utilize the factory core support mount in factory location. K-members can be plated TOP side only 3/8" thick max. Plates may not extend up on the frame rails. Fresh cars are allowed 2, 4"x6"x1/4" plates. One plate per frame rail and it MUST be on the outside of the frame.

Cage:

Door bars may extend from the firewall to the rear wheel well; they may be running inside the doors to allow more room in the driver's compartment. Door bars must remain a minimum of 1" off the floor of the car. More than 1 door bar will be allowed per side. Only one of the door bars will be allowed to run in the rear wheel well. The 2nd door bar will only be allowed no further than 6" past the rear seam of the front door. Dash bar may be no larger than 4x4 and must remain 4" away from the firewall. Rear spreader bar may be no larger than 4x4" and may not be any further than 6" behind the driver's seat. All cage components must be a minimum of 4" off the floor, EXCEPT down bars and side door bars. You will be allowed 4 down bars. Down bars may not be any larger than 2x6x 1/4" and they MUST be welded to the door bars. The down bars must remain vertical and cannot extend higher than the door bar UNLESS being used as a rollover bar. These bars may be welded to the top side of the frame. They cannot cover any body mounts. You may plate the inside of the driver and passenger doors with material NO thicker than 1/4." No cage components may be welded to the frame except down bars mentioned above.

Rollover bars must be attached to the 4-point cage, must be vertical, and cannot be angled forward or backwards. Rollover may also be bolted to the roof with 5/8" bolts or smaller.

Fuel Tank:

Metal fuel tanks only, no plastic tanks, NO exceptions! Your gas tank MUST be mounted inside the gas tank protector. If you are using an electric fuel pump you MUST have a lighted switch, NO exceptions! Fuel leaks of ANY kind will not be allowed or

tolerated!! Make sure your tank, tank fittings, and fuel lines are snug and secure, absolutely NO ratchet straps to hold tank down, Tank MUST be bolted or chained, or you will NOT participate.

Fuel Tank Protectors:

The tubing for the protector must be 4x4 or smaller. The protector must be NO wider than 32" and must be at least 4" off the floor and centered in the car. The protector may contact rear sheet metal of rear package tray and may also be attached to the package tray using 2, 5/8" bolts.

Core Support:

Core support cannot be moved from the factory location. It must stay bolted to fenders in the same way it came from the factory. You may replace the core support bolt with 5/16" bolts and washers but only using the number of bolts it had from the factory. You core support spacers may be NO larger than 3x3 square tubing 1/4" thick, and tubing may pass through the core support. It may run from the top side of the core support. 1" all thread may be used for core support body mount and may be welded to the frame or the back of the bumper.

A-Arms:

You can use two straps of 2"x6"x 1/4" per A-Arm. Must go from the top of the A-Arm to spring pocket ONLY! CANNOT have kickers to the frame behind the A-Arm or kickers at all!!

Struts:

On the top and bottom they must be stock where they bolt on. However, you can sleeve the struts with no bigger than 3" diameter (round or square) tubing 1/4" thick.

Steering Components:

You may use aftermarket spindles, ball joints, tie rods, drag link, and steering columns. Hydraulic steering is allowed.

Doors:

Doors can be welded solid all the way around with no bigger than 4" x 1/4" from sheet metal to sheet metal. Front doors may be plated inside and out. If door is plated on the outside, door seam to door seam only 1/4" thick. If the door is plated inside, it may go from the sidebar to sheet metal only and no wider than the door seams.

Window Bars:

Front Window: For safety, all cars must have 2 window bars extending from the roof to the firewall. Strap cannot be any larger than 3/8x3". The front strap must be at least 14" apart at the firewall. These straps must not come in contact with the dash bar or rollover bar in any way. These straps cannot be connected in any way unless your firewall is cut out

Rear Window: You are allowed a rear window bar no larger than 3x3 square tubing. This bar must be centered in the car. The bar must run from rollover bar to trunk lid but must stay in contact with the front trunk seam. You may have a 4x6x 1/4" plate, NO LARGER on bottom of the bar connecting the bar to the trunk. The bar must stay on the outside surface of the trunk lid.

Body Shaping:

You may only crease/shape front fenders, rear quarter panels and trunk lid.

Front Bumpers:

Front bumpers can be homemade. On a homemade "POINTY" bumper the point may be no larger than 13" from the back of the bumper to the front of the point and no more than 8" tall. Point must be contoured from frame rails. The bumper height maximum is 29" to the top of the bumper.

FIRST OPTION FOR MOUNTING BUMPER: you may use the original shock tube. It may be welded to the frame. You cannot be welded any more than 10".

SECOND OPTION FOR MOUNTING BUMPER: you can use 4" wide by 3.8" thick plate extending from your bumper down the outside or top of frame rail. You may only choose 1 side; the plate cannot wrap around corners of the frame Plate must not extend any further back than the front most part of your top from A-Arm bracket. If there is no A-arm, then use the front most part of the strut. The plate may be reconfigured but must stay only 4" wide maximum where plate is welded to the frame. DO NOT ABUSE THIS RULE! YOU WILL FIRE UP YOUR TORCH TO CUT!!

THIRD OPTION FOR MOUNTING BUMPER: you can have 10" long shock tubes, no bigger than 3x3x 1/4" thick from the bumper back (it can be welded to the frame).

Fenders:

You may use 10 bolts 3/8" diameter per wheel on front and back. No skinning or added support of any kind is allowed.

Hoods:

You can use 6 pieces of ¾" all thread to bolt hood down. This does not include the All thread that runs through the core support. You may use no more than 20 bolts in the hood no bigger than 3/8" diameter to hold sheet metal of the hood together.

HOODS MUST GO THROUGH INSPECTION WITH THE CAR AND MUST BE UNFASTENED AND READY TO INSPECT!!!

Rear Bumpers:

Back bumpers can be homemade. No bigger than 6x6 square tubing, rectangle, or pipe. If you are using tubing for bumper, it must be STRAIGHT WITH NO POINT! Rear bumper height minimum is 13" from the ground to the bottom of the frame or bumper. This will be measured from the closest point to the ground. The rear bumper can be attached to the frame using 4 pieces of 2x6, ¼" plate. Meaning 2 per frame rail. If you choose to use a bumper shock to mount the bumper, you can weld 9" of the bumper shock to the frame, but NO 2x6 plate allowed.

Trunk Lid:

Trunk lids can be welded 5 on 5 off all the way around from sheet metal to sheet metal only. Strips may only be 3"x5"x ¼" thick. You may have 4 pieces of all thread 1" in diameter. Two can be through the body mount holes and two can be welded to the frame. ALL THREAD MUST BE STRAIGHT UP AND DOWN! Must have two 6" holes or one 12" hole cut into trunk lid for inspection purpose. Inspection holes may have five 3/8 bolts holding inner and outer skin together.

2023 MOD Cars

Passengers are allowed, and a cage is required. NO Sedagons, Checkered Cabs, Limousines, or Hearses! If there are 15 or more cars, we WILL run heats!

Front Bumpers:

Front bumpers can be homemade. On a Homemade "POINTY" bumper the point may be no larger than 13" from the back of bumper to the front of point and no more than 8" tall. Point must be contoured from frame rails. The bumper height maximum is 29" to the top of the bumper.

FIRST OPTION FOR MOUNTING BUMPER: you may use the original shock tube. It may be welded to the frame, and the length of the shock tube.

SECOND OPTION: you can use 4" wide by 3/8" thick plate extending from your bumper down the outside or top of frame rail. You may only choose 1 side; the plate cannot wrap around corners of frame. Plate must not extend any further back than the front most part of your top front A-arm bracket. Plate may be reconfigured but must stay only 4" wide maximum where plate is welded to the frame. DO NOT ABUSE THIS RULE, YOU WILL FIRE UP YOUR TORCH TO CUT!!

Rear Bumpers:

Back bumpers can be homemade. No bigger than 6x6 square tubing, rectangle or pipe. If you are using tubing for bumper it must be STRAIGHT WITH NO POINT! Rear bumper height minimum is 13" from the ground to the bottom of the frame or bumper; will be measured from the closest point to the ground. The rear bumper can be attached to frame using 4 pieces of 2x6 ¼" plate. Meaning 2 per frame rail. If you choose to use a bumper shock to mount bumper; you can weld 9" of bumper shock to frame, but NO 2x6 plate allowed.

Rust Repair:

For any rust repairs on body or frame contact Rodney Shook @ 618-421-2938 BEFORE repairing.

Frames:

WHAT IS NOT ALLOWED:

NO FRAME SHAPING

NO PINNING FRAME

NO PAINTING FRAME

WHAT IS ALLOWED:

You can weld top and bottom frame seams from firewall forward. Pass may not be any larger than ½" wide. DO NOT reweld the upper or lower A-arm brackets when welding frame seams. Frame may be shortened but must be able to utilize the factory core support mount in factory location. K-members can be plated TOP side only 3/8" thick max. Plates may not extend up on frame rails.

You may pitch any year of car in 1 of 3 locations:

1st location – crush boxes: cutting the 3 flaps, and rewelding only where flaps were cut with ½' wide pass max.

2nd location – Transmission crossmember: no added material or fillers to weld frame together where pitched. 1 pass weld ½' wide.

3rd location – in front of firewall you can cut a v out of the bottom of the frame. Single bead to weld it back together. No added material to weld it together. These rules do not apply to 03 and newer Fords. See guidelines for them at the end of the rules set!

Hump Plates

You can have hump plates. Plates can be 22" long 6" tall and 3/8" thick. Plates must be centered in the hump; however, they do not have to follow the contour of the hump but must be on the outboard side of the frame.

Cage:

Door bars may extend from firewall to rear wheel well; they may be running inside the doors to allow more room in drivers compartment. Door bars must remain a minimum of 1" off the floor of car. More than 1 door bar will be allowed per side. Only one of the door bars will be allowed to run in the rear wheel well, the 2nd door bar will only be allowed no further than 6" past the rear seam of front door. Dash bar maybe no larger than 4x4 and must remain 4" away from firewall. Rear spreader bar may be no larger than 4x4" and must remain 4" away from firewall. Rear spreader bar may be no larger than 4/s" and may not be any further than 6" behind the driver's seat. All cage components must be a minimum of 4" off the floor, EXCEPT down bars and side door bars. You will be allowed 4 down bars, down bars may not be any larger than 2x6x1/4", the MUST be welded to the door bars. The down bars must remain vertical and cannot extend higher than the door bar UNLESS being used as a rollover bar. These bars may be welded to the top side of frame. They cannot cover any body mounts. You may plate the inside of driver and passenger door with material NO thicker than ¼'. No cage components may be welded to the frame except down bars mentioned above.

Rollover bars must be attached to the 4-point cage, must be vertical, and cannot be angled forward or backwards. The rollover bar may also be bolted to roof with 5/8 bolts or smaller.

Gas Tank Protector:

The tubing for the protector must be 4x4 or smaller. The protector must be NO wider than 32: and must be at least 4" off floor and in the centered in car. The protector may contact rear sheet metal of rear package tray and may also be attached to the package tray using 2- 5/8 bolts.

Fuel Tank:

Metal fuel tanks only, no plastic tanks, NO exceptions! Your gas tank MUST be mounted inside the gas tank protector. If you are using an electric fuel pump you MUST have a lighted switch, NO exceptions! Fuel leaks of ANY kind will not be allowed or tolerated!! Make sure your tank, tank fittings, and fuel lines are snug and secure, absolutely NO ratchet straps to hold tank down. Tank MUST be bolted or chained, or you will NOT participate!!!

Core Support:

Core support cannot be moved from the factory location. It must stay bolted to fenders in the same way it came from the factory. You may replace core support bolts with 5/16 bolts and washers but only using the number of bolts it had from the factory. Your core support spacers may be NO larger than 3x3 square tubing ¼' thick, and tubing may pass through core support. It may run from the top side of core support. 1' all thread may be used for core support body mount and may be welded to frame or back of bumper.

Hoods:

Can use 6 pieces of ¾' all thread to bolt hood down. This does not include the All thread that runs through core support. You may use no more than 20 bolts in the hood no bigger than 3/8" diameter to hold sheet metal of hood together.

HOODS MUST GO THROUGH INSPECTION WITH THE CAR AND MUST BE UNFASTED AND READY TO INSPECT!!!

Trunk Lid:

Trunk lids can be welded 5 of 5 off all the way around from sheet metal to sheet metal lonely. Strips may only be 3"x 5" x ¼' thick. You may have 4 pieces of all thread 1" in diameter. Two can be through the body mount holes and two can be welded to the frame. ALL THREAD MUST BE STRAIGHT UP AND DOWN! Must have 2-6" holes or 1-12" hole cut into trunk lid for inspection purpose. Inspection holes may have 5-3/8 bolts holding inner and outer skin together.

Fenders:

You may use 10 bolts 3/8" diameter per wheel on front and back. No skinning or added support of any kind is allowed.

Body Shaping:

You may only crease/shape front fenders, rear quarter panels and trunk lid.

Engines and Transmissions:

No gussets from engine cradle, bell or transmission brace to frame other than engine crossmember. Transmission crossmember can be no bigger than 2"x3"x1/4" round or square. Transmission crossmember can be welded solid to rails or can have one piece of angle iron 2"x6"x1/4" per rail. No gussets from crossmember to frame! If you are not running a distributor protector, you can have 2x2 quarter inch thick square or round tubing from the dash bar to the top side of the frame 3" behind the rear of the top arm. If running kickers, the firewall must be cut out, so that no engine or cradle components will encounter firewall.

A-Arms:

You can use two straps of 2"x6"x1/4" per A-Arm. Must go from top A-Arm to spring pocket ONLY!

Steering Components:

You may use aftermarket spindles, ball joints, tie rods, drag link, and steering columns. Hydraulic steering is allowed.

Radiator:

No homemade radiators. Radiator protector can be wire mesh 1/4" thick fastened with 3/8" bolts to core support in four places TOTAL and cannot be welded. You may run manufactured radiator guards such as NLR or Ski inc.

Doors:

Doors can be welded solid all the way around with no bigger than 4"x1/4" from sheet metal to sheet metal. Front doors may be plated inside and out. If door is plated on the outside, door seam to door seam only 1/4" thick. If the door is plated inside, it may go from sidebar to sheet metal only and no wider than the door seams.

Window Bars:

Front Window

For safety, all cars must have 2 window bars extending from the roof to the firewall. Strap cannot be any larger than 3/8x3" flat strap and must be at least 14" apart at firewall. These straps must not come in contact with the dash bar or rollover bar in any way. These straps cannot be connected in any way unless your firewall is cut out.

Rear Window

You are allowed a rear window bar no larger than 3x3 square tubing. This bar must be centered in the car. The bar must run from rollover bar to trunk lid but must stay in contact with front trunk seam. You may have a 4x6x1/4" plate, NO LARGER, on bottom of bar connecting bar to trunk. The bar must stay on the outside surface of the trunk lid.

Body Mounts

Maximum of 1" all thread/bolts are allowed for body mounts. Plates for body mounts may be no larger than 4"x4"x1/4" plates. 1 extra body mount per rail is allowed inside the drivers compartment of the car.

Rear End:

Any rear end 8-lug and smaller may be used and can only be chained in two places and may use 2 pieces of 1" or smaller all thread that goes from rear end through package tray to act as all thread shock.

Rear Suspension:

Factory leaf spring cars, the leaf springs must be stock and made of stock leaf spring material. You may only have a total of 9 leafs per side and no thicker than 3/8". You are allowed 6 clamps per side with only 4 of the clamps being homemade. Homemade clamps cannot exceed 2/2x1/4". Factory coil spring cars: You can change springs to a stiffer spring to achieve desired height. Do not raise suspension in any other way. You can chain, bolt, or wire the coil spring to the rear end to prevent spring from falling out. The control arms can be reinforced or replaced with tubing no larger than 3/3" square tubing. Watts link conversion kits are allowed made with material no thicker than 1/4".

Leaf spring conversions are allowed. Conversions must be done in a factory-like manner. All leaf spring cars may have the leaf pack mounted under the frame rail. Under the frame rail mounts must be done with material no larger than 3"x4"x1/4" thick channel. No excessive metal can be used to frame reinforcements. Hump plates not allowed on leaf spring conversion cars.

Springs must have a 2" stagger. Springs cannot be welded together. Four (6) spring clamps allowed per side. Clamps cannot exceed 2x2x1/4".

Tires:

Any 16" or smaller tire may be used. No studs in tires, no wheel eights, and no split rims AT ALL!

Battery Boxes:

Two automotive batteries can be used but MUST BE secured and covered inside the driver's compartment of the car.

Pre-Rans:

Re-stubbing pre-rans at crossmember ONLY and may only be butt-welded with NO added metal. No changing from coil to leaf or vice versa. May have on band-aid per wheel well 4"x6"x3/8". Band aid must be on a visible bend of the frame.

03 AND NEWER (Mod Cars ONLY):

Using a stock aluminum cradle, you may not have anything going around the cradle. You may have a 1/4" plate going from side to side on top ONLY for engine mounting purposes and may NOY connect to the frame rails. OR you may weld in a factory engine crossmember from a 1980-2002 Ford, Crown Victoria, Grand Marquis or Lincoln Town Car ONLY. Single pass butt welds ONLY! To mount the upper A-Arm you must use the factory mounting ears from a 1980-2002 Ford to the top of the frame in FACTORY configurations. For the rear mount you must use the factory mounting bracket from a 1980-2002 as well. Single pass welds in factory configuration. SPRING POCKET. You are allowed to build a spring pocket and weld outside of the frame, ball joint side. This spring pocket can only be one lawyer thick and made of 1/4 inch plate. It cannot be any bigger than 6 inches in diameter. Spring pocket must be flat on top and only give the A-arm a spot to rest NOT to reinforce the A-arm. If I feel that you have over built the spring pocket, YOU WILL CUT. Must remain 1 inch from engine cradle. The plate must not be welded directly to the 3/8-inch front bumper plate. Must be a 1/2 inch gap between welds. The only thing that can be welded to the frame is the tubing. All crush zones MUST be open! To mount the idler arm on the passenger side frame rails you may only bolt through the inner rail with only two 1/2" bolts. No sleeving of bolts on this side, and no large washers.

To mount the steering box, you may drill three holes through the frame and bolt the steering box the same as it would be on the 1980-2002 cars. You may also sleeve these holes with a piece of round tubing no larger than 1/2" I.D. (1980-2002 use this exact same design to mount as well.) You may use any automotive gearbox of your choice if you stay within the mounting guidelines stated above.

You may pitch-tilt a 2003 and newer anywhere you want, but only in one spot and only in one direction! NO EXCEPTIONS! Absolutely NO welding on any frame seams at the crush boxes!!! Officials have the final say on this, if you have any questions call or send pictures before you attempt the build.

NON 03 (Mod Cars ONLY):

You can have ONE 6"x6"x1/4" plate welded to the outside of the spring pocket on fresh cars (ball joint side of frame ONLY) The plate MUST NOT be welded directly to the 3/8" front bumper plate. Must be a 1/2" gap between welds. This plate WILL NOT count as one of your 4 fix it plates.

2023 Mod Trucks

Engines & Transmissions:

- Any motor or transmission in any vehicle.
- No gussets from engine cradle, bell, or transmission brace to the frame other than the engine crossmember.
- Skid plates allowed but can't extend more than a 1/2" from the pan they are protecting.
- Slider shafts are allowed.
- No rear ends bigger than a 3500 series pickup. If running a dually rear end you may only run one wheel per side.
- NO KICKERS AT ALL!!

Frames:

- No pinning, plating, filling, stuffing, or painting;
- Frame may be seam welded. Single pass only.
- Pre-rans are allowed 6 plates total. Plates are only allowed on a visible bend and cannot be bigger than 4"x8" max with 1/2" gap between welds.

Cage:

- 4-point cage allowed and highly recommended.

Fuel Tank Protector:

- Gas tank protectors allowed and is not to extend more than 36 inches from the front of the bed but can be full width of the bed.

Suspension:

-Front suspensions may be converted from coil spring design to leaf spring design. Keep the leaf springs mounts minimal. Do not use them to strengthen the frame.

-Tie rods can be welded up 1"x1"x1/4" Angle to tube of tie rod ONLY

-You may add 2 clamps in front of the axle and 3 behind the axle. Max of 2 bolts per clamp. Bolts can't be bigger than 3/8" and clamps can only be 2" wide. No duct tape or welding on the springs.

-Aftermarket steering shafts are allowed.

-Solid front suspensions are allowed but do not use this to strengthen the frame or you will need to cut it in order to run.

Bumper/Bumper Mounting:

-Homemade pointy bumpers must have a tapered point that closely resembles a Chrysler pointy bumper. No bigger than 13" point.

-Bumpers may be plated on the inside and on the backing of the bumper. No sharp edges.

-Any front bumper bracket may be used on any truck. If you choose to, you may make your shocks out of 2"x2" tubing.

-Absolutely no bracket or shock may be welded past 6 inches behind the factory core support mount hole on the frame rail. If your trucks factory shock or bracket goes farther than 6 inches back, it must remain completely factory beyond the allotted 6 inches.

-Bumper height is a maximum of 29 inches to the bottom of the front bumper and a minimum of 18 inches to the bottom of the rear bumper.

Cabs:

May be bolted to the bed with two bolts per side and may also be welded to bed sides.

Body

-Doors may be welded solid and cab can be welded to bed. (Please do both!!!)

-All body bolts can be replaced and bolted solid with no bolts bigger than 3/4". Only exception is you may use 1" all thread in the core support and run it up through the hood. 4"x4" maximum body mount washer size.

-In addition to the 2 pieces of all thread in the core support, you will be allowed 4 more bolts to hold the hood down. Must be body to body only and the washers must not exceed 4"x4". Or you may use double stranded #9 wire in 8 spots. It must be body to body only.

-You may also run double stranded #9 wire from the front bumper to the hood or core support in 4 places only.

-No more than 10 3/8" bolts to hold your outer hood skin to your inner hood skin.

-Tailgates may be welded solid. You can add 6 all threads to the tailgate and bed to help hold it in place, 1" diameter all thread maximums.

-You may fold bedsides over from the wheel wells back and tailgate may be folded over

-If you choose to "tuck" a suburban or other long roof vehicle you may only attach the roof to quarter panels with 8 spots of double stranded 9 wire. Body to body only!!

-Ten 3/8" bolts per wheel well. Hardware washers only.

-For any rust repairs on the body or frame you must contact Rodney Shook at 618-421-2938 BEFORE repairing or you will cut!

2023 Bonestock & Powder Puff

Body:

-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. After inspection you may tuck the trunk to the floor with one single 90-degree bend.

-Wagons ONLY if you remove your tail gate may have 6 places of wire, 2 strands max must be behind the axle sheet metal to sheet metal only roof to floor.

-Anything can be removed; NOTHING can be added. ALL cars competing must have a hood on at all times to run.

-Fasten trunks, hood, tail gates in 6 places, 2 strands of 9# wire (Sheet metal to sheet metal only) or 6 locations using ½" bolts with store bought washers through the drip rail in the trunk. You may also use angle no longer than 2" long and a single ½" bolt to hold hoods shut.

-Door seams may have no more than 6" of weld, vertical seam only. Drivers' door may be welded 12 inches total on vertical seams only. 2"x ¼" strap.

Body Mounts:

-You may have up to a 6" core support spacer (it may not be welded if it's metal).

-If you choose to change your core support mounts with 2 of your threaded rods, you get 3 plates, ¼" x 5" x 5" max, 7, 5/8" nuts, 7, 3" oD max 1/8" thick washers per threaded rod CORE SUPPORT ONLY. If core support bolts are changed, this will count for 2 of your 6 mounts.

-Body Mounts and spacers to remain stock and in place. DO NOT EVEN TOUCH THEM! Exception, you may change a total of 6 body bolts out, with a 5/8" x 30" long threaded rod max with 3 nuts, 3, 5/8" store bought washers and 3, 5" x 5/4" thick plates per rod. Must be straight vertical rod only, no bends or angel pieces. Must have 1" rubber or metal spacer no larger than stock body pucks and all bottom nuts must be inside the frame. If they are broken or rusted out, a single piece off #9 wire may be substituted. ZERO welding allowed to mount this rod.

-Rusted out body bolts may be removed and replaced with a single strand of 39 wire.

-No attaching body bolts to any part of the cage/roll over bar.

Frames:

-No painting or undercoating.

-You may dimple your rear frame rails only to achieve the frame to roll.

-NO welding, bolting, wiring or adding any material/substance to strengthen frames. At Inspectors discretion frames will be drilled, wire wheeled or wiped down. Absolutely NO painting or spraying any material on frames or welds. Cars will not be inspected.

Suspension & Steering:

-You may weld 2 straps per upper A-Arm, 2" by 2" to maintain ride height.

-You may change coil springs to a stiffer oem passenger car spring.

-You may use store bought spring spacers (no homemade spacers or spacers on top of the springs.)

-You may use a single strand of #9 wire to hold coil spring to rear end. Leaf spring cars may use 4 single strands of #9 wire as leaf clamps per spring stack.

-All suspension and steering must remain stock (unless a modification is stated).

-Aftermarket steering columns and shafts are allowed. These components may not strength car in any way at any time.

-Tie rods maybe reinforced in only 1 of the following 2 ways:

1. Sleeve may be discarded, and pipe/solid rod tapped can be put in its place.

2. Factory sleeve and ends maybe welded and reinforced with steel. Tie rod ends must be factory ends and fit the spindle and drag link without reaming the holes larger. A store bought washer maybe placed over the steam of the tie rod and welded.

-Upper A arms may be interchanged as long as they are able to be bolted on. You may cut/trim to make fit but no welding on brackets etc. A arm must bolt on factory brackets of frame, no drilling new holes or enlarging existing holes. Example: 80-91 box ford a arms being installed on a 98-02. Cut the mounting bar out and trim the edges of the a arms to get height.

-Rear control arms may be changed but must be stock. You may shorten but max 2" overlap.

-98 up watt links conversion will be allowed only in the following way!! Upper trailing arm brackets must be bolted in. They must be 2 separate brackets, may not be larger than 6" x 12" x 3/8" thick max. 4, 5/8" bolts, nuts and 8 washers per bracket. Brackets may only be bolted to tow package and bolts may not stick thru the body. Brackets may not strength frame or body. NO WELDING AT ALL OF UPPPER BRACKETS.

-98 up watt links LOWER BRACKET Conversion. Only 1 wat will be allowed to mount lower trailing arm bracket. 1 piece of square tube 3" x 3" x 3/8" x 3" long max per side of the frame may be used. Cut the square tube to make a C channel. It must be welded to the inboard of the frame at the point you want your trailing arm mounted. Drill your hole through the tube and only 1 thickness of the frame. Bolt your arm into place. No other bolts will be allowed to mount this bracket. No factory mounting brackets will be allowed to mount the trailing arms.

Engines & Transmissions:

-ANY drive train & transmission (manual transmissions allowed, no aftermarket bel housings, no trans brace, no mid plates, OEM transmission case only).

You may run a basic front plate and lower engine cradle with pulley protector, but it must be mounted to the car with OEM style mounts.

-No engine chains, unless approved with pictures.

Rear Axle:

-Any axle but it must be hung with factory type control arms.

-Rear end brace will be allowed.

-Pinion brake is ok.

-You may run 3/8" chain around rear end back to the frame with only each end of the chain welded back to the frame for ride height control Any extra chain links or weld on the frame will cause you to run working suspension.

Drivers Compartment:

-4-point square cage only. 1 down tube in the center of each front door welded to sheet metal only. Nothing to the frame! Max 60" cage over all measurement. 6" max, must be mounted horizontally and 6" off the floor. Gussets only in the interior of the 4-point cage.

-Gas tank mount may be welded to the back bar, but the bar and fuel cell/tank must be 4" from the rear sheet metal. See below for mounting fuel tank/cell to floor.

- A Halo bar is allowed. Allowed 2, 1/2" bolts with 1/2" washers to attach to the roof. The halo bar may only be attached to the back seat bar or sidebars, not to the floor.

-Driver's door must be padded.

-Gas tank and batteries must be moved and secured. Tank behind the seat, Battery centered int eh passenger front floor.

-Nothing may be mounted in a way that strengthens the car.

-Trans coolers allowed. Must be mounted inside the 4-point cage area or the cage. Must be tight to the cage if mounted on the back bar.

Bumpers:

-You may hardnose front and rear bumpers if desired, but no shortening the rear frame. Follow the rules below if using a shock.

-You may weld on any DI approved bumper (see below). Bumper brackets (in factory location) may be welded continuously to the frame 4" from the back of bumper only. In addition, you may put 4, 1" welds on the back side of the bumper brackets or weld shock inside frame (example Crown Vics).

-You may shorten 80 and newer Fords up to an inch in front of the core support mount you may also be hard-nosed.

-Call with special cars to mount bumper legally. Rear brackets on rear and front brackets on the front, or you may chain, 2 pieces of chain per side. Bolted from mount to mount to hold on the bumper.

-Bumper height must be 16" to 22" measured to the bottom of the frame at the back and front body mount location.

-Bumper may not exceed 9" x 9". BUMPERS are interchangeable for all cars. IF you start with a stock/replacement bumper you are allowed to re-enforce the inside of the bumper.

-Bumper must appear stock from the stands with no spike or protruding items.

-If your bumper will not fit in a factory skin, it is too big.

-You may weld the outer chrome skin to the bumper inner frame. Bumpers may be cut to keep them out of the tires/no sharp ends. Bumpers may be flipped upside down.

Tires & Brakes:

No tires taller than 30". 4 wheels max per car. No dual tires. No split rims, studded tires or 100% solid wheels, you may use aftermarket center with various bolt patterns, solid centers are fine Welds must be approved by judges on the rear tires. Stay off the area of the rim the tube touches, except to weld your center into the rim.

-Valve stem protectors allowed. Valve stem protectors may not extend more than 6" from the valve stem. Not allowed to be a rim protector. Inner bead locks must not extend past the stock tire bead area. Not to exceed 2" wide. 1" outer lip ring allowed on the outside bead.

-Doubled or foam filled tires 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.

2023 Chain & Wire Trucks

A cage is mandatory! If there are more than 15 trucks, we MAY run heats! Any 2 wd ½ ton truck or SUV 4wd may be used but must remove the front driveshaft.

Pre-Ran:

May have 4 plates, 4"x6"x1/4" thick. You can put them anywhere you want (on the outside of the frame) ½' gap between welds.

Drivetrain:

You may crossbreed engines and transmissions. No engine cradles allowed. You may use aftermarket engine mounts. You may run a manual, but they must remain stock and be mounted within 5" of the factory locations. OEM driveshaft only. No sliders of any kind. Rear end gears may be welded. Must be a factory 6 lug or less. No bracing and No protectors of any kind are allowed!!! No coil to leaf spring conversions or vice versa.

Frames:

No painting, greasing, undercoating, welding, or fabrication of frames of ANY KIND! The ONLY welds to the frame are the bumper and engine fastening rules.

Cage:

A 4-point cage is allowed welded to sheet metal ONLY. Cage cannot go any further than 12" past the rear seat. The cage must have a halo touching the roof. All down tubes must be straight up and down and NO kickers.

Fuel Tank:

Metal fuel tank ONLY! NO plastic tanks! NO EXCEPTIONS! You may have a tank protector no bigger than 30" wide and must stay in front of the wheel humps. MUST BE FREE FLOATING!! If you use an electric fuel pump you MUST have a lighted switch. NO EXCEPTIONS! Fuel leaks of ANY kind will not be allowed or tolerated! Make sure your tank, tank fittings and fuel lines are snug and secure. Absolutely no ratchet straps to hold the tank down. Tank must be bolted or chained, or you WILL NOT PARTICIPATE!

Battery Boxes:

Two automotive batteries can be used but must be secured and covered inside the driver's compartment of the truck.

Steering:

You may use a homemade steering column.

Suspension:

Must be STOCK for type of truck it is. Must stay at original height to modifications MUST HAVE BOUNCE! No #9 wire may be used on the suspension.

Body:

No creasing or body shaping of any kind. No welding or bolting may be done to the body ANYWHERE! No removing or changing the body mounts is allowed, EXCEPT you may change your core support body mount bolts and use up to 1" all thread and can go through the hood. No bigger than a 4x4, ¼" thick hood washer. NO sleeves on all thread. Hood can have four double stranded pieces of #9 wire sheet metal to sheet metal on each side ONLY. No wire can go through ANY of the body mounts.

Two 8'x8' holes must be cut in the hood. You must have a windshield bar made of chain or wire from the roof to the firewall. Doors may be chained, wired, or welded on each seam in 2 places, 6" long.

HOODS MUST GO THROUGH INSPECTION WITH THE TRUCK AND MUST BE UNFASTENED AND READY TO INSPECT!!!

Tailgates:

Must remain in original position and may be wired or chained in 4 places.

Bedsides:

Must remain in upright position.

Bumpers:

Front bumpers can be homemade. On a homemade "pointy" bumper the point may be no longer than 13" from the back of the bumper to the front of the point and no more than 8" tall. Point must be contoured from frame rails. You may use 10" long square or round tube 1/4" thick by 3" to mount the front bumper. Rear bumper must be factory bumper or taken off. You may weld the bumper skins and seams.

Tires:

No tires bigger than 16" and do NOT have to be D.O.T. tires. No studs in tires and no wheel weights. Rims must be stock, no bead locks, or full weld-in centers. No welding or adding metal. You may have a small weld in the center and valve stem protectors.

2023 Mini Trucks, & Vans

A cage is mandatory, and a halo bar is recommended. If there are more than 15 trucks, we MAY run heats!!! The 99 to 03 Durango will be allowed to run with mini trucks.

Pre-Ran:

Re-stubbing at the transmission crossmember ONLY and may ONLY be butt welded with NO added metal. Four additional plates, 4"x6"x 1/4" thick. You can put them anywhere you want, (on the outside of the frame), 1/2" gap between welds. You can stub with a factory leaf spring or coil spring stub. Mini's must use a compact truck stub.

Engines and Transmission:

No gussets from engine cradle, bell, or transmission brace to the frame other than engine crossmember. Transmission crossmember can be no bigger than 2"x2"x1/4" round or square. Transmission crossmember can be welded solid to rails or can have one piece of angle iron 2"x6"x1/4" per rail. No gussets from crossmember to frame!

NO KICKERS AT ALL!!! Mini Trucks & Vans may only be four- or six-cylinder engines!!

Radiator:

No homemade radiators. Radiator protector can be wire mesh 1/4" thick fastened with 3/8" bolts to core support in four places TOTAL and cannot be welded. You may run manufactured radiator guards such as Nir or ski inc.

Rust Repair:

For any rust repairs on body or frame contact Rodney shook at 618-421-2938 BEFORE repairing or you will cut!

Hump Plates:

You can have hump plates on a coil spring rear end. Plates can be 22" long 6" tall and 3/8" thick. Plates must be centered in the hump; however, they do not have to follow the contour of the hump but must be on the outboard side of the frame.

Frames:

WHAT IS NOT ALLOWED: NO FRAME SHAPING, NO PINNING FRAME, AND NO PAINTING FRAME!

WHAT IS ALLOWED: You can weld the top and bottom frame seams from firewall forward. Pass may not be any larger than 1/2" wide. DO NOT reweld the upper or lower a-arm brackets when welding the frame seams. Frame may be shortened but must be able to utilize the factory core support mount in the factory location. Crossmembers can be plated TOP side only, 3/8" max. Plates may not extend up on the frame rails. You can have 2, 4x6x1/4" thick plates (one per frame rail) on a fresh truck. You cannot put leaf springs under a coil spring frame or coils under a leaf frame. Mini Trucks MUST BE on a MINI Frame. Body and frame must be Ford on Ford, Chevy on Chevy, and so on.

You may pitch any year of car in 1 of 3 locations:

1st Location: Crush boxes: cutting the 3 flaps, and rewelding only where flaps were cut with ½” wide pass max.

2nd Location: Transmission crossmember: no added material or fillers to weld the frame together where pitched. 1 pass weld ½” wide.

3rd Location: in front of the firewall, you can cut a v out of the bottom of the frame. Single bead to weld it back together. No added material to weld it together.

Cage:

Door bars may extend from the firewall to rear wheel well; they may be running inside the doors to allow more room in drivers compartment. Door bars must remain a minimum of 1’ off the floor of trucks! More than 1 door bar will be allowed per side. Only one of the door bars will be allowed to run in the rear wheel well. The second door bar will only be allowed no further than 6” past the rear seam of front door. Dash bar may be no larger than 4x4 and must remain 4” away from firewall. The rear spreader bar may be no larger than 4” and may not be any further than 6” behind the driver’s seat. All cage components must be a minimum of 4” off the floor, EXCEPT down bars and side door bars. You will be allowed 4 down bars. Down bars may not be any larger than 2x6x1/4” and must be welded to the door bars. The down bars must remain vertical and cannot extend higher than the door bar UNLESS being used as a rollover bar. These bars may be welded to the top side of the frame. They cannot cover any body mounts. You may plate the inside of the driver and passenger door with material NO thicker than ¼”. No cage components may be welded to the frame except down bars mentioned above. The front two down bars cannot go past the firewall. Rollover bars must be attached to the 4-point cage, must be vertical and cannot be angled forward or backwards. Rollovers may also be bolted to roof with 5/8 bolts or smaller.

Fuel Tank:

Metal fuel tanks only! No plastic tanks! No exceptions! Your gas tank MUST be mounted inside the gas tank protector. If you are using an electric fuel pump you MUST have a lighted switch. NO exceptions! Fuel leaks of ANY kind will not be allowed or tolerated!! Make sure your tank, tank fittings, and fuel lines are snug and secure. Absolutely NO ratchet straps to hold the tank down. Tank MUST be bolted or chained, or you will NOT participate!!!

Fuel Tank Protector:

The gas tank protector can be as wide as the inside of the bed and stop at the front of the wheel wells in the bed. It can be bolted or welded to the frame in two spots total.

Battery Boxes:

Two automotive batteries can be used but must be secured and covered inside the driver’s compartment of the truck.

Core Support:

Core support cannot be moved from the factory location. It must stay bolted to fenders in the same way it came from the factory. You may replace core support bolts with 5/16” bolts and washers but only using the number of bolts it had from the factory. Your core support spacers may be NO larger than 3x3 square tubing ¼” thick. Tubing may pass through the core support. It may run from the top side of the core support. 1” all thread may be used for the core support body mount and may be welded to the frame or back of the bumper.

A-Arms:

You can use two straps of 2”x6”x1/4” per A-Arm. Must go from the top A-Arm to the spring pocket ONLY! You cannot have kickers to the frame behind the A-Arms!

Steering Components:

You may use aftermarket spindles, ball joints, tie rods, drag link, and steering columns. Hydraulic steering is allowed.

Leaf Spring Front End:

You can have a piece of 2”x3”x ¼” thick tubing from the axle to the side of the frame and only a 2’ weld on the front and back side of the tubing to the frame. (This is your A-Arm strap.)

Rear End:

Any rear end 8-lug may be used and can only be chained in two places. May have 2, (one per frame rail) no bigger than 2 ½” x 2 ½” box tubing or pipe. Frame to rear end can be welded.

Rear Suspension:

Factory leaf spring trucks & SUV’s, the leaf springs must be stock and made of stock leaf spring material. You may only have a total of 9 leafs per side and no thicker than 3/8” thick. You are allowed 6 clamps per side with only 4 of the clamps being homemade. Homemade clamps cannot exceed 2”x 2”x ¼”. Factory coil spring trucks & SUV’s, you can change springs to a

stiffer spring to achieve desired height. Do not raise suspension in any other way. You can chain, bolt, or wire the coil springs to the rear end to prevent the spring from falling out. The control arms can be reinforced or replaced with tubing no larger than 3"x3" square tubing. Watts link conversion kits are allowed made with material no thicker than 1/4".

NO HOMEMADE LEAF SPRING HANGERS! MUST BE FACTORY HANGERS! (THEY CAN BE WELDED TO THE FRAME.)

Front Bumpers:

Front bumpers can be homemade. On a homemade "pointy" bumper the point may be no longer than 13" from the back of the bumper to the front of the point and no more than 8" tall. Point must be contoured from frame rails. The bumper height maximum is 29" to the top of the bumper.

FIRST OPTION FOR MOUNTING BUMPER: You may use the original shock tube. It may be welded to the frame. May only be welded 10".

SECOND OPTION FOR MOUNTING BUMPER: You can have a shock tube 10" long, 3x3x1/4" thick from bumper back welded to frame.

Cabs:

May be bolted to the bed with two bolts per side and may also be welded to bed sides.

Hoods:

You can use 6 pieces of 3/4" all thread to bolt the hood down. This does not include the All thread that runs through the core support. You may use no more than 20 bolts in the hood no bigger than 3/8" diameter to hold sheet metal of the hood together.

HOODS MUST GO THROUGH INSPECTION WITH THE CAR AND MUST BE UNFASTED AND READY TO INSPECT!!!

Fenders:

You may use 10 bolts 3/8" in diameter per wheel on front and back. No skinning or added support of any kind allowed.

Doors:

Doors can be welded solid all the way around with no bigger and 4"x 1/4" from sheet metal to sheet metal. Front doors may be plated inside and out. If door is plated on the outside, door seam to door seam only 1/4" thick. If the door is plated inside, it may go from the sidebar to sheet metal only and no wider than the door seams.

Window Bars:

Front Window: For safety, all cars must have 2 window bars extending from the roof to the firewall. The strap cannot be any larger than 3/8"x 3" flat strap and must be at least 14" apart at the firewall. These straps must not come in contact with the dash bar or rollover bar in any way. These straps cannot be connected in any way unless your firewall is cut out.

Rear Window: Can have a mesh guard behind the driver's head.

Body Shaping:

You may only crease/shape front fenders and rear quarter panels.

Body Mounts:

Maximum of 1" All thread/bolts are allowed for body mounts. Plates for the body mounts may be no larger than 4"x 4"x 1/4" plates. 1 extra body mount per rail is allowed inside the driver's compartment of the car.

Tailgate:

May be welded standing up or laying down. (LEAVE INSPECTION HOLE IN THE TAILGATE) You can add 6 all threads to the tailgate and bed to help hold it in place, 1" diameter all thread maximums. The washer can be no bigger than 4x4x1/4" thick (tailgate plates).

Rear Bumpers:

Back bumpers can be homemade. No bigger than 6x6 square tubing, rectangle, or pipe. If you are using tubing for the bumper, it must be STRAIGHT WITH NO POINT!!! Rear bumper height minimum is 13" from the ground to the bottom of the frame or bumper. Will be measured from the closest point to the ground.

FIRST OPTION FOR MOUNTING BUMPER: You may use the original shock tube. It may be welded to the frame and the length of the shock tube.

SECOND OPTION FOR MOUNTING BUMPER: you can have a shock tube 10" long, 3x3x1/4" thick, from the bumper back, welded to the frame.

Tires:

Any 19.5" tire or smaller may be used. No studs in the tires. No wheel weights and no split rims AT ALL!!!

2023 LAWNMOWER DEMOLITION DERBY RULES & REGULATIONS

STOCK MOWERS

MOD MOWERS

(Payout will BE 100% PAYBACK)

July 29, 2023

TRACK RULES

1. Drivers must be over the age of 13. Drivers under 18 must have their parent/guardian present at sign in.
 2. No laying on or across the hood trying to repair or start mowers while on the track.
 3. Track will be wet!
 4. A mower is out on its second rollover, catches fire, or touches any other driver or mower.
 5. NO ONE is allowed to leave their mower UNLESS an emergency occurs or is permitted by an official.
 6. If your mower dies, you will have 60 seconds to restart and make contact. This is also at the official's discretion! Put on a show and we may give you more time. Sandbag or Gangbang and time will be less.
 7. Under RED FLAG conditions all activity ceases until and official waves the GREEN FLAG to restart. Only one warning anymore and you will be disqualified.
 8. The Head Official has the right to disqualify ANY mower for safety concerns.
 9. Any driver or crew member disobeying the rules will cause his or her vehicle to be disqualified.
- Drivers are responsible for the actions of their crew.**
10. There will be a 15-minute time limit on each heat. If no winner by then 1st place will go to the hardest hitter.

2023 Stock Mower Rules

Frame:

1. 4, 4x4 plates 1/4" thick.
2. Plates can run concurrently.
3. 4" bumper mounts (tubing, flat metal doesn't matter your choice but only get the 4").
4. 12"x12" engine plate 1/8" thick max
5. Craftsman's can close exhaust hole 1/8" max material and there must be a gap between engine plate.
6. 2-1" all thread in front to hold the hood.
7. Your allowed 4" of tubing to help mount all thread.
8. All thread can have metal between them 4" wide max.
9. Bumper no taller than 6" and no wider than the outside of the wheels and can run a point but no bigger than 6"out.
10. No kickers/bars going from the front bumper to the cage.

Cage:

1. Any metal of choice,
2. 3 Points of contact per side.
3. You can run a safety loop behind the fenders and cage and can bolt it to the fenders.
4. We are running points so protect your legs!

Body:

1. Any body of choice.
2. Must have a factory hood and fenders.
3. Back of the hood can mount in any way just don't go excessive with it.
4. Seam welding of the hood is ok.
5. No Seam welding of the dash to the frame.

Drive Train:

1. Any $\frac{3}{4}$ rear axle.
2. Any pulleys.
3. Motors must be 25hp or less.
4. Building motors is allowed but must start with 25hp or less.
5. Any tires and wheels. No bead locks.
6. Headers are allowed. They must point in an upright position.

Safety Rules

1. Driver must wear shirt, long pants, and closed toe shoes while on the track.
2. Helmets must be worn at all times while on the track.
3. Drivers must be over the age of 13. Drivers under the age of 18 must have parent/guardian present during registration.
4. Age verification is required. (driver's license, state ID, Birth Certificate, etc.).

2023 Mod Mower Rules

Safety Rules

1. Driver must wear shirt, long pants, and closed toe shoes while on the track.
2. Helmets must be worn at all times while on the track.
3. Drivers under the age of 18 must have parent/guardian present during registration.
4. Age verification is required. (driver's License, State ID, Birth Certificate, etc.).

Mower Rules

1. Only front engine riding mowers allowed. Must be belt driven.
2. NO ZERO TURN MOWERS ALLOWED.
3. Max of 25HP. Vertical shaft ONLY.
4. Seats must be secure.
5. Mower decks must be removed.
6. Mowers must have adequate leg protection.
7. No "jagged" bumpers allowed. Pointy bumpers will be allowed. No bigger than 8" point and no wider than the wheels.
8. No lawn tractors.
9. Spark plug and carburetor guards are allowed.
10. Must have a flywheel cover or metal hood. No plastic grills.
11. Battery and fuel tank CANNOT be in front of the motor and MUST be secured properly.
12. Wheels no smaller than 6".
13. Wheels must be open to hits. No dual rear wheels, wheel covers, wheel weights or tire chains.
14. Pully swapping is allowed and highly encouraged!