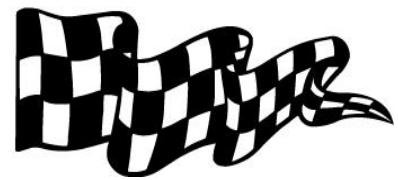


XTREME



2025 RULES UPDATED

Please read all general and class specific updates!

DEMO DERBY RULES

MCLEOD COUNTY FAIR 2025

Sunday August 17, 2025 - 4:00pm

*Power Wheels Class begins at 3:30pm

GENERAL INFORMATION FOR ALL DRIVERS

***These rules that follow are written to make a fair playing field for all! That being said, do not twist them and claim gray areas! Doesn't pay to call, answer will generally be no to any funny business. Only Driver will be allowed in Vehicle Inspection area, with exception of youth. All decisions will be final, and arguments will not be tolerated!**

***PLEASE HONOR TIMELINES: Arrive well in advance - pit gate opens at 10:30am. Gate closes at 2:30pm SHARP. Upon arrival, please register right away and get your cars inspected. Inspection line CLOSES at 3:00pm. Drivers meeting will take place at approx. 3:30pm.**

*** PARENTS OF POWER WHEELS, BE SURE TO READ NEW RULES FOR UPDATES**

1. All rules will be followed, or you will not run!
2. **No class jumping. One car, one class.**
3. Any mass produced American make sedan or station wagon can be run. No Sedagons, No Imperial sub-frames/steering components, ambulances, hearses, limousines, checker board taxies. No 2003 and newer extruded frames.
4. No reinforcements allowed other than specified below. Any other metal added to reinforce the car is illegal!
5. No drivers under the age of 16 allowed for general derby. Ages 12-17 must have a parent's signature. Please reference YOUTH class for additional youth rules.
6. Driver must wear seat belt, helmet, eye protection, long sleeves and long pants at all times when operating vehicle.
7. ALL cars and drivers must be checked into the pit entrance by 2:30pm. Early arrival encouraged.
8. ALL drivers and crew members must attend the drivers meeting.
9. DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or careless you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified or hit.
10. No "Hot-Roding" in the pits. Keep your car at an idle.

11. You are allowed to have one fire during a heat. You will be immediately disqualified from the heat upon a second fire.
12. NO sandbagging or holding!!! You will be disqualified!!!
13. You are given 90 seconds for aggressive hits, hang ups, and restarts.
14. No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
15. No children unless accompanied by an adult.
16. No pets allowed in the pit area.
17. Any controversies will be discussed at the drivers meeting.
18. Judges decisions are FINAL!!!
19. No 1-way or 2-way communication devices allowed.
20. Car/truck may not have any profanity, or objectionable text, graphics, or photos, ect. This includes fictitious sponsors.
21. All vehicles need to be gone the night of the race or by 10am the next morning or they become property of the McLeod County Fair, unless you have prior arrangements with the Fair Board. Please clean up any parts around you and the arena area.
22. Any unnecessary use of foul language or gestures projected at flagmen, judges, fan or other drivers will mean disqualification.
23. No working on cars after inspections.
24. Drivers MUST remain in their vehicles during the heat unless instructed by an official.
25. The McLeod County Fair Board Demolition Derby Committee reserves the right to expel or exclude any participant from any current or future participation in the County Fair Demolition Derby for misconduct or violation of rules.
26. All vehicles are subject to re-inspection after heats or at any time. Any violations found will be ground for disqualification and/or forfeit of all money and prizes for the night.

GENERAL PREPARATION



JUST BECAUSE IT DOESN'T SAY YOU CAN'T DO IT, DOES NOT MEAN THAT YOU CAN!

Don't do things as you please and expect us to over look it or compromise these rules. **NO EXCEPTIONS!!!**

1. Each vehicle must have a number fin on the roof of the car. Fins must be a minimum of 18" by 18" with a visible number (black sign with white letters).

2. All flammable materials inside the car must be removed except necessary safety padding and seat.
3. All glass, plastic, and pot metal must be removed. Nothing may remain in the bottom of the doors or trunks. All outside hardware must be removed (mirrors, chrome, moldings, screws, fiberglass, station wagon decking, hubcaps, wheel weights, etc.)
4. Front seats must be securely mounted to the floor; however, if you are using bolts to secure the seat, they may not go through the frame. Must have some form of an operable seat belt- either OEM or racing style.
5. Large holes in firewall (from the removal of heat/air conditioning components, etc.) must be reasonably patched for fire protection. You may cut an opening in the firewall for distributor clearance. Overall safety will be determined by officials at the time of inspection.
6. You must have at least one 12"x12" minimum diameter hole in hood for fire suppression located a minimum of 6" behind radiator fan.
7. Suspension must be standard factory equipment. No ALTERING ALLOWED (no leafs on coil cars vise/versa). Air shocks allowed if factory.
8. Floor shifter allowed. Holes in the floor are allowed to accommodate the transmission shifter, fuel lines, transmission lines and wiring. Patching holes is for safety – not reinforcement. If patching rust holes you may only use sheet metal and may not exceed 2" beyond where rust stops.
9. All cars must display the ability to stop. Loss of braking ability may be subject to disqualification.
10. Each car restricted to approximately 6 gallons of gas per heat. Stock gas tanks MUST be removed prior to entering derby grounds. Gas tank is to be made of steel secured by metal straps, bolted to the floor, protected on all sides, and located behind the driver. Any gas lines other than standard equipment must be located inside the middle of the car. Outlet to fuel pump must be through a tight connection to tank. Gas lines that run through firewall must be made of steel or high-pressure hose. Any car leaking fuel will be flagged out. Electric fuel pumps are allowed in all classes. Toggle switch must be clearly marked and accessible.
11. Only one 12 volt battery is allowed, must be located in front seat area, battery must be covered to protect driver, must be mounted in box and bolted to the floor, no ratchet straps allowed.
12. Bracing behind driver's seat to door post on passenger side is permitted for driver protection. If dash is removed a 2" pipe or tubing is allowed to be welded where dash was removed. In car safety cages ALL classes, may be welded or bolted to the frame between door seams.
13. All cars and trucks must have a rod, flat metal or chain (welded or bolted) vertically where the windshield was removed.

14. Hardtop cars (without a door post) may weld or bolt a safety strap on each side, no greater than ¼" thick by 4" wide with no more than 5" of contact on doors. This does not apply if you have installed a roll loop. Roll loops are allowed.
15. Washers for any use cannot be larger than 4"x4" x 1/4" where bolts are used.
16. Transmission coolers (no roof mounts) allowed in all classes.
17. No pinning, stuffing of frames, or filling holes.
18. Distributor protectors, trans protectors or mid plates may not be used or allowed.
19. No full engine cradles. Just block protectors, block cradle, no pulley protector, except Limited Weld cars.
20. Engine Cradles allowed but cannot be attached to the frame. Only motor mounts can be attached to the frame. Engine mounts may be welded solid or chained. No strapping to frame rails.
21. No radiator protectors. No homemade radiators allowed, except in the Limited Weld class and Chain Trucks. Radiators must be between frame rails only.
22. No tire rule unless stated, rims may be solid but no metal larger than rim.
23. No #9 wire from roof to frame, transmission to dash bar, or cage to floor, or cage to roof, except in Limited Weld, and 80's chain may have two, 4 loops of #9 per car.
24. No rear hump plates.
25. No mesh or metal to protect radiator.
26. No plating on fresh vehicles. **MUST BE A USED CAR WITH A VISIBL E BEND!**
27. Dash bar must have 3 inches between anything, before, during and after.
28. May reinforce bumpers, OEM no bumper bigger than 8 inches tall with 4 inch point spread at 32 inch total, may use tubing, no sharp edges, ends must be capped – verify within specific class rules.
29. Bumper shocks 12 inch max (will be measured from bumper), Limited Weld may be 14 inches.
30. No threaded rods through roof on station wagons.
31. No wire or chain between frame rail to frame rail, except Limited Weld class.
32. No steel trans bells.

ADDITIONAL RULES FOR COMPACT CARS ONLY



1. Compact cars, 4 to 6 cylinders will have a measurement of 106" or less from center of spindle to the center of the Axel.
2. Door and hood shall be chained, bolted cabled, or strapped (pick only one). Trunk may be welded 3 feet of weld and 4 bolts. Driver's door may be welded top, bottom, and sides. All other doors may have no

more than 3 feet of welded strips. Hoods may have approximately 1 foot of angle iron welded on each side to hold the hood closed and or (4) 1 inch bolts only two of the four bolts can be welded to frame. Bumpers may be welded to frame with factory brackets for car OR 12" long ¼" thick flat stock, 1 piece per side – must only use 1 or the other way.

3. No tire rule. No greater than 5 lug with exception no solid rubber tires.
4. Bumper height is to be no higher than 21" from bottom of bumper to the ground, any bumper may be used but OEM.
5. Two down bars between interior door seams.
6. One back window bar allowed to speaker deck.
7. May pre-bend and tuck trunks.
8. Solid front suspension allowed.
9. 18" frame repair total on car.
10. Wheelbase from factory specification only.

ADDITIONAL RULES FOR CHAIN STOCK (110" ¼ Wheelbase & Greater) 80'S AND NEWER



1. Any mass produced 2-wheel drive cars General Motors 77 or newer, Ford 78 or newer, Chrysler 80 or newer, wagons allowed. Must be of a Metric body, No Ford Extruded framed cars allowed. For questions, call or text Andy Hanson (320)-266-3543.
2. May dimple or cut frames. May cut holes for chain in doors, hood and trunk. May tuck trunk with one 90 degree bend, no dishing of trunk area, or bodylines pounded on car fenders of rear quarter area.
3. Doors allowed to have two chains, two loops of #9 wire or 3 of (3"x 3") vertical seams welded per door. Driver's door may be welded rather than chained and must have brace on inside or outside for drivers safety. Bracing behind driver seat is allowed, may have full cage, but only one down bar per side between interior door seams. **Any bars further forward or backwards will be totally removed – NO EXCEPTIONS.**
4. Trunk and hood must be chained (NO WELDING) (NO THREADED ROD OR BOLTS ANYWHERE), 6 chains each. 18 inch Frame repair is allowed. **Pre-ran only.** Must be visible damage, not just dents in doors! One side of frame only – same thickness as frame.
5. Push button and toggle switch are allowed
6. Welding of rear-end gears is allowed. Suspension and rear ends must be factory stock. May have pinion brake, double coil springs allowed but no welding. All parts must be stock factory issue, no welding brackets, bracing, or guards of any type. Stock trailing arms, no adding or reinforcing. May chain rear

end from top of frame to axle tubes, vertical only, no horizontal or crossing of chain, no side to side chaining. May change motors but with no set back. Motor mounts are to remain stock.

7. No strapping of motors, but can be chained, block cradle only. No pulley protector.
8. Exhaust can be through the hood.
9. Floor shifters allowed.
10. All glass, plastic, rubber, fiberglass, trim, white metal must be removed as stated in general rules.
11. No tire rule, but 5 lugs only from factory.
12. Can run without bumpers.
13. This is a Chain Stock class. Vehicles are to be STOCK other rules listed above or you will run with the Limited Weld class.
14. Dash bar and behind seat bar or full cages are allowed. May allow gas tank protectors 30 inches wide. May not touch frame rails or wheel tubs or floor. Must be at least 3 inches (**MANDATORY DISTANCE**) away from tin on the rear back seat panel. Side bars 60" max length. 6" wide material max.
15. May notch frame rails, may not pre-bend up backs of cars, rear frame must remain unaltered. Only exception is an actual pre-ran car.
16. May weld bumper and shocks, shocks for Chevy to Chevy, Ford to Ford, Chrysler to Chrysler, may be no longer than 12 inches, but no added metal, must be factory parts, no flat stock brackets.
17. May have solid suspension, front only. 2 – 2"x4"x1/4" straps – must weld to upper A-Frame.
18. Stock rubber body mounts, stock location no aftermarket metal mounts, must be rubber. May not change mount, must not change frame, body to frame combo must match same as it came from factory.
19. May have two #9 four loops roof to frame.
20. Front bumper 21 inches to ground. Back bumper 12 inches from ground.
21. No alternating frame, no tipping front by cutting or cold bending.
22. NO back window bar allowed!
23. No bolting together of fenders or quarter panels above wheels or on body of car.
24. All suspension parts must be factory issued right down to bearings, nuts and retainers, tie rods, tie rod ends, and upper and lower ball joints, and such.

Youth Class Same as CHAIN STOCK (105" Wheelbase & Greater) 80'S AND NEWER



1. Drivers must be age of 12-16 years of age. Parent must be present day of derby. SIGNATURE BY PARENT REQUIRED.

ADDITIONAL RULES LIMITED WELD CARS



1. Any mass produced 2-wheel drive car of your choice can be accepted, No Sedagons, No El Caminos, No Suicide Lincolns, No Imperials, No Imperial sub frames or steering components allowed.
2. No 2003 or newer extruded frames in any class.
3. No tranny braces. If you have a mid-plate, no more than 2 inches outside of block and do not attach it to anything. No alterations to frame at all. Don't expect us to compromise.
4. No distributor protectors. No Hump Plates.
5. You may pitch, tilt or tip 80's and newer style cars in 3 following ways only
 - You may cold pitch, no added metal.
 - You may cut only the outside flap and pull the front end down moving the flap ½ inch and re-weld. No added metal.
 - You may pitch at the transmission cross member since you are already allowed to weld a 6" piece of angle there to mount your cross member.
6. Watts-link conversion for Fords. You may convert a Watts-Link to a standard 4 link system in the following way: Use the upper and lower trailing arm brackets off an older Ford. After market brackets are allowed, but no thicker than ¼ inch and may be attached with max of 4 – 1/2" bolts each side. 6"x6" mounting plates not mounted to humps. Trailing arms may be reinforced but must be stock arms. No positioning of brackets to strengthen the front down legs of the rear hump, must be mount in the stock location. No changing package trays.
7. You may cut the excess frame off the front rails. All body mounts must remain in stock location. 76 and older Cadillacs must measure at least 18" from front of A frame/spring bucket to end of frame where bumper mounts. Also no relocation of existing brackets on frames, such as lower stabilizer bars on older style cars, such as 72 and older Cadillac and Chrysler products. Brackets remain in stock spots, as from factory, and frame length as state above, do not abuse either area, this due to even playing field among model of cars.
8. All doors must be strapped, welded, chained, bolted, or cable wired with #9 wire. (Pick only one). All doors may have no more than a total of three feet of welded straps on each door, except driver's door. Hood may have approximately 6 inches of angle iron welded on each side, bolted together with one bolt only, to hold the hood closed. Welding and bolting of trunk is allowed, 8 – 3"x5" patches. Maximum of 8 bolts for trunk and 6 for hood up to 1". Four bolts 1" max are allowed to go to the frame (2 in front, 2 in rear). No added metal, rods must be vertical only, no contouring to top or sides of frame, from the hood and trunk. Total of 8 spots on trunk, and total of 6 spots on hood. Front rods must use body mount holes from factory. Trunk lids may be tucked.
9. Welding of extra metal to the driver's door and a metal window net is recommended.

10. Pre-ran cars will be allowed 28" total on car, ¼" max thickness for frame repair total on car. Repair cannot be more than the width and thickness of the rail, stitch welded only, NO reinforcement or extensions. No frame rails exposed.
11. Gas tank protector can be mounted only to your seat bar or cage. Cannot contact frame or sheet metal or floor. Only 30 inches wide and must be 3 inches **(MANDATORY DISTANCE)** from anything.
12. Front fenders may be wrapped, bolted (max of 5-3/8"). Fender wells may be cut or bent but not reinforced. Body lines may be pounded as long as tires are not exposed.
13. Inter-marriage of motors and transmissions is allowed, must be within 6" of stock location.
14. No altering of suspension (leafs on coil on leafs front or rear cars)
15. Clamping of leaf springs is allowed only 4 clamps per spring, OEM car leafs stock configuration only. Pre-loaded rear-ends are allowed. Axel bracing is allowed to protect pumpkin. Bracing may not protrude out no further out than 4" from axel tube. May not use bracing to strengthen car or frame in any manner. Can have a pinion brake if desired, however no protector built around it in any way. No 8 lug rear ends allowed except trucks.
16. Front suspension can be solid. A-arms can be welded. Two 2"x4"x1/4" thick pieces may be used, must attach to A-Frame (upper only).
17. No aftermarket spindles, tie rods, a-frames.
18. Steering arms may be modified by using steel knuckles. Reinforced stock tie rod ends are allowed.
19. Hood lid can be folded over the front but not welded or bolted to the bumper or frame. Must be able to remove hood for inspection. Maximum of 12 hood bolts up to 3/8" for hood skin are allowed.
20. Must have body mounts, factory thickness, up to 1" tall. May be stock rubber or steel spacers. Washers inside car can be no larger than 4" x 4" x ¼". Washers must be up inside the frame must be factory OEM size. Bolts of 3/4" or less allowed. No extra body mount bolts allowed.
21. Hole for distributor can only be 12" by 12".
22. May seam weld frame only 1 pass ½" wide from tranny cross member forward.
23. Sliders or telescopic drive shafts are allowed.
24. Any tire allowed.
25. Halo for roll cage allowed. May be mounted to floor or frame.
26. Any bumper mount is allowed, OEM, or flat stock up to 3/8" thick, 14" long maximum. Choose one, NOT BOTH. MAXIMUM 14" LONG FROM BUMPER.
27. Any OEM bumper or manufactured bumper, no bigger than 8x8 and 4 inch point spread 32 inches. Car is allowed 21" from the bottom of the bumper to the ground. Bumper seams may be welded with minimal reinforcement inside only! Rear bumper must be at least 12" from ground at the bottom side of

bumper. Points on front bumper will be strictly enforced to stock distance from back of bumper –

ANYTHING TOO EXCESSIVE WILL BE CUT OFF!

28. Only two 4 loops of #9 wire from roof to frame, or floor or cage, or cage to roof.
29. May have one bar in back window, 2" by 2" max within five inches of stock window seal. No tubing racks in or on trunk lid.
30. 4 point cage (6" wide max. material), 2 down bars per side need to be between interior door seams (2"x2" max. material). MUST be vertical and only to the top side of frame. Anything further forward or back will be totally removed – NO EXCEPTIONS.
31. Tranny cross member mount no more than 6" wide, 2"x3" max angle to frame to mount cross member. Must run straight side to side no manipulating, must be inside frame rails.
32. No solid homemade shocks on suspension parts.
33. Dash bar must be 3" minimal space from anything. No bars running from it for any strengthening purposes in any direction.

ADDITIONAL RULES FOR LIMITED WELD TRUCKS



1/2 – 3/4-ton American made pickup, extended, crew cabs, or suburban's are allowed, **Frames must remain stock and not shortened or altered in any way. shortening front or rear frame horns is not allowed.** ANY QUESTIONS: CALL BEFORE CUTTING! No welding other than specified!!!! NO adding extra braces in frame or engine cradles

HOOD may be chained 3/8" chain, wired, or bolted in 6 separate locations, two chains or wires may go from core support to bumper, U will be allowed two 1". Max. rods welded to frame used for hood pin at core support, rods may be welded to core support 5" per rod (5" long filler material can be used to reach core support if not resting tight against), **can also use 1inch o.d. material for your thread rod at core support if you do not have a long enough piece of all thread to go from frame through hood.** You will also be allowed a 5x5 inch washer welded to top of core support for hood pins to go through to hold in position, other 4 locations up to 1in. max hood pins, wires, or chain must go from sheet metal to sheet metal only, - hood washers no larger than 5x5 inches ¼ thick, hood pins must be straight up and down one-foot max length. You may A maximum of 8- 3/8" bolts to bolt the hood skin together. MUST have two window bars no larger than 3" diameter or 2 #9 wires in windshield opening to prevent hood from entering drivers compartment for driver's safety.

DOORS may be chained two locations per seam or can be welded, no more than 5" on, and 5" off max. Nothing wider than ¼" X 3" flat strap. Drivers' door can be welded solid. Drivers' door may be welded solid and reinforced for safety (highly recommended) and can have a driver's window net.

Tailgate- Tailgate must be ran in upright position, no removing, may be chained in two locations per side OR welded using 3"x3" angle iron inside, or flat strap 3" X ¼" outside 24" total on the sides plus an additional 12" of weld or 4 chains on bottom of tailgate to box (not bumper). Tailgate may be lowered and welded to end of frame rails to use as a bumper if no other form of bumper is not used. If bumper is used may lower tailgate and weld to top of frame only (not bumper) and chained in two lower locations, suburban, SUV back doors use tailgate rules to secure.

BUMPERS Front and rear bumpers may be changed to a seam welded, loaded car bumper, (rear bumper must remain flat) no adding bumper brackets to frame. If you choose not to install a factory car bumper you can use a (FLAT only) 6 foot. long max, 5" diameter or less, 3/8" thick square, or round tube. No sharp edges, cannot protrude past fenders. If running a replica bumper the bumper must meet factory measurements. Bumpers may be welded to frame plus added 2"x2" wide ¼" thick angle iron also to help secure to frame on all sides (do not run lengthways down the frame as a bracket- bumper attachment only) Bumper height **max 30" to the top of bumper- min. 24" top in the rear.** No open frame rails. **Excessive points over factory specs will not be allowed!**

TIRES Any ply tire allowed, **no solid tires**, split rims allowed but ring must be fully welded. Uni-lug small wheel centers 9" max. diameter may be used, no bead locks or full centers. 1 inch wide "lip" protectors will be allowed on rims.

SUSPENSION Front axle non-leaf-spring trucks may install ¾" bolt in center of a-arm welded to spring pocket to gain height. Front shocks may also be replaced with a piece of steel tube. These tubes can be bolted in factory shock location or can be welded to axle and ran vertically upside of frame and welded to frame, no welding can exceed 2 inches in width on frame for these tubes, no material can exceed 2 inches in width. **These tubes are to gain ride height not to reinforce the truck (if material on frame is deemed excessive you will be cutting).** Stock leaf packs, no adding leaves, you may have 6 leaf clamps per leaf pack total, **No coil to leaf conversions on front axles.** Factory leaf spring perches may be welded or bolted to frame to help from tearing off. May add two chains per axle to frame 3/8" chain. 1/2 ton may swap to 3/4- ton rear ends, may be welded posi-traction, No bracing on rear ends, No axle savers. Factory leaf hangers must be in the same location as factory hangers if they are needed to be replaced, (NO MOVING HANGERS FORWARD OR BACKWARD)

ENGINE/TRANS May crossbreed engines and transmissions, No adding engine cradles or extra braces in frames.

- **For older c channel frame trucks with no engine crossmember this is your allowance:** you will be allowed to build an engine crossmember out of 2"x6" ¼" thick tube max, you will be allowed to have a piece of the 2"x6" tube 6 inches long welded or bolted in the c channel part of the frame, from there you can weld the 2"x6" tube straight across off those pieces. This crossmember must be directly above

the front axle of the truck, absolutely no gussets or extra bracing from crossmember to frame. Must only contact engine/cradle at mounting bolts ONLY. Outside of motor mount bolts. Crossmember cannot be used as a brace or support for lower engine cradle or any other part of drivetrain or suspension, in addition to the cross member you will be allowed to box frame from front frame horns to this cross member. Max thickness on plate will be 3/16", no internal reinforcement behind plate. Must have inspection hole in frame capping. Do not use firewall as a brace. May have 2 chains or wires to frame to hold motor in place, may weld motor mounts in size of factory mount. Engine must be bolted to mount with 2 bolts not welded. Trans coolers allowed if deemed safe, do not use rubber unbraided trans lines. Trans may be chained or wired to crossmember. Block saver lower engine cradles allowed without pulley protector. Dist. protectors, trans. Protectors, steel ultra-bells, steel tail shafts **will not** be allowed. **Aluminum ultra-bells will be allowed.** Any driveshaft may be used, sliders ok. No radi-barrels must use a radiator in factory location, or loop hoses. Pinion brake will be allowed.

- **Radiator-** if your factory radiator mounts are not able to be used this is your allowance: to support your radiator you will be allowed a max of 4"x4" angle iron to bolt or weld to your factory core support. This angle iron can be a max of 1/8" thick material. This angle iron will only be allowed to support the bottom of your radiator, cannot exceed the width of radiator. From this point you can bolt radiator to core support or use small ratchet straps to hold radiator in. You will also be allowed to spray foam radiator in.

BODY BOLTS Trucks may have 8 locations of chains, bolts or U-bolts to secure box to frame, cab 6, and core support 2, (suburban's, SUVs, may only use 10 total throughout cabin compartment and 2 at core support) 1". diameter max size bolts with plate size no larger than 1/4" thick x 8" square) bolts may be bolted through top of frame like factory or may weld to outside of frame, do not pin frame. In addition, you may leave original body mounts in factory location but must remain 100% stock rubbers included, if removed and bolted solid you loose option to use extra factory location.

BOX Roll over bar (strongly recommended) mounted in front of box, (must remain 5" gap min. away from top of cab, must stay vertical not angled) can bolt or weld to box floor or to box washer plates (not frame), no wider than frame on uprights, no wider than cab on top, may have kickers two feet back from uprights to support, and one crossbar across bottom of kickers to protect gas tank, **roll over bar cannot attach to interior cage components.** Box may be bolted to the cab in 4 locations. 1" bolts can be used with a max size of 5"x5" plates AND can weld 12" of strap per side (24" total) to weld cab and box together. You will be allowed one location to wire box side to box side location of choice- cannot go to or around the frame (4 strands of wire max, no chains). No folding box-sides over to create a wedge. May bolt fenders with 6 -3/8" bolts to bolt fenders together with a max of 2" washers. Threads must point inward. Outside fender creasing is allowed.

CAGE Must run a bar behind seat (no further back than 10" behind seat) and across dash may use 6"x6" plates on ends, may connect dash-bar to seat bar. Dash bar must be a minimum of 4" away from firewall and transmission bell. For down bars you are allowed the following: two down bars off of the driver's side door bar to floor OR may kick inward and attach to side offrame passing through floor. For passenger side you are allowed one down bar from passenger side door bar to the cab floor only to protect the battery. These are the only down bars you are allowed. You may attach a rollover bar from seat bar up to or over roof and down to dash bar, but these bars cannot connect or come in contact with the rollover bar in trucks with boxes to stop truck from bellying. 5" diameter max. on cage material, only attached to cab, floor, or body mount plate not directly to frame. Suburban's, SUVs may attach a floating gas tank protector off seat bar 24"x24" protector must remain 4 inches away from any sheet metal. These are the only internal cage components allowed.

BATTERY/GAS TANK 2 battery's max. allowed on pass floor, properly mounted, and covered, NO BUNGE STRAPS!! Gas tank must be removed, and one relocated in front of box, 15 gal. max. May use electric fuel pumps if well labeled (FUEL SHUT OFF). **FRAME** If frame bent, you will be allowed to use a max size of 4"x6" 3/16" plate to repair bends, plates must have a minimum of 1 inch between the plate, plates must remain flat and only can be used on one side of frame. there will be a max of 10 plates on a truck. **MISC.** Stock steering components may alter steering shaft from box to steering wheel, tie rods may be reinforced in center. Aftermarket shifter allowed, ign. and starter wires may be altered.

If trucks need to be re-stubbed you will be allowed to re-stub with the same style frame, truck frame to truck frame and SUV frame to SUV frame. You will be allowed to square the end of your front frame horns off for bumper mounting purposes 1 inch max, this is intended to give you a flush surface to mount the bumper to (NOT TO CUT THE HORNS BACK TO THE CORE SUPPORT). No plug welding of any crush zones or access holes in the frame will be allowed. Any frame re-stub can only be butt welded together with no plates over the repair. Absolutely no seam welding on any frame from the engine crossmember back, if there is any non-factory seam welding found on frames from crossmember back you will be completely cutting it out with a torch or not running. Cab and Front clip must match the frame. Must be same make and model.

ADDITIONAL RULES FOR MINI VAN CLASS RULES



(Front and Rear Wheel Drive Vans) (Example: Caravan, Astro, Aerostar)

1. Vehicle must remain completely stock. This is meant to be a quick build class with no modification or swapping of parts.

2. No welding allowed except driver's door and differentials. (May add seat support bar and dash bar inside vehicle post to post. Inside door bars attached only to dash and seat bar on driver's side and passenger side, optional.
3. Strip vehicle as normal. Leave shifter stock. No torching of fenders. Vehicle must be totally stock appearing. 12" fire hole in hood required. No pre-bending of body panels.
4. Can relocate electrical boxes anywhere under hood.
5. Remove gas tank and mount a steel tank in inside center of vehicle and securely fasten down and cover. Battery must be moved inside of vehicle securely mounted away from any door and cover. Must be high pressure fuel line. Must be safe or won't run.
6. Two chains per vertical door seam. Four chains per hood. Rear hatch and doors have four total hold downs maximum. Two chains can be used around bumper to hold it on vehicle. No reinforcement.
7. All suspension and struts must be stock. Two leaf spring clamps total per spring. No chaining of suspension.
8. Snow tires and donut spares can be used. Air inflated only. Valve stem protectors allowed and must be flush to the rim. Small 8" center may be used. No other rim reinforcement.
9. All airbags must be removed and disabled.
10. Stock bumpers must be used, original to vehicle.
11. If desired front bumper may be changed to a different automotive type bumper, or tubing may be used. 4"x 4" max. ¼" thick.

ADDITIONAL RULES FOR MID SIZED 80's CARS ONLY



1. Mid-Sized Vehicles must be FWD, 6 cylinder or less and 106 ¼ to 110 from center of spindle to the center of the Axel.
2. Door and hood shall be chained, bolted cabled, or strapped (pick only one). Trunk may be welded 3 feet of weld and 4 bolts. Driver's door may be welded top, bottom, and sides. All other doors may have no more than 3 feet of welded strips. Hoods may have approximately 6" of angle iron welded on each side to hold the hood closed and or (4) 1 inch bolts only four of the six bolts can be welded to frame (6 bolts total). Bumpers may be welded to frame with factory brackets or may add 1 – 12"x4" wide x ¼" thick plate per side. Must weld to bumper.
3. No tire rule. No greater than 5 lug with exception no solid rubber tires.
4. Bumper height is to be no higher than 21" from bottom of bumper to the ground, any bumper may be used but OEM.
5. Four down bars between interior door seams.

6. One back window bar allowed to speaker deck. Sheet metal to sheet metal only.
7. May pre-bend and tuck trunks.
8. Solid front suspension allowed.
9. 18" frame repair total on car. Must be visible damage.
10. Wheel base from factory specification only.
11. You may shorten the front most part of the frame rails only. You may cut the frame off the crush zone flush with the front edge of the body mount hole. The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. If you remove the body mount completely or relocate it, you will not run, no frame seam welding.
12. **Sub Frame Mounts:** Bolts can be replaced with up to 1" bolts, sub-frame can be sucked up tight, or mounts can be replaced with steel spacers or washers but must be the same diameter as stock spacers. Body spacers can be welded to the frame in 2 spots, ½" long weld each, this is to keep them from moving. Bolts may extend through body and have up to a 5x5x1/4" square or 6"x1/4" round washer on top. Do not weld body bolt washers to the body. ▪ Bolts must be up inside of frame as factory. If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. ▪ Absolutely no subframe mounts may be moved or added, unless otherwise specified, do not shorten the front of your car past the sub-frame mount hole as your car will not run. You can nut the all-thread on the bottom of the core support mount.
13. Frames may be drilled if suspicion of extra work done inside, or out!

MWFA – PURE STOCK



1. This class was added to have fun and be fun for the fans to watch (Total Carnage). If you come with a vehicle that is built any more than what is listed below you will not run.
2. Any 1980 and newer 2 wheel drive passenger car/mini-van/mini-truck/mid-size suv
3. All vehicles must be stripped of all plastic, glass, headlights, taillights and anything else that could fall off onto the track during the show.
4. All vehicles must remain stock, ABSOLUTELY NEW WELDING ANYWHERE.
5. Bumpers must remain stock, do not alter bumper in any way. Factory bumper shocks must remain in factory location. You may remove rear bumpers and shocks. There is no welding to be done on bumpers.
6. Batteries may be left in stock location and spray foam may be added around battery. You may also move battery to passenger floor seat. Please make sure battery is not moving.

7. If factory gas tank is front of axle you may leave it there. If it's behind the axle, you must move it to the rear seat area. Factory tanks may be moved inside but completely secured. After market tanks may be used.
8. Trunks, hoods, tailgates, all may be wired or chained in 6 places total. Sheet metal to sheet metal only. Nothing to frame or bumpers. If you remove trunk or tailgate you lose that wire or chain.
9. Rear seat bar may be added. It may be welded to post. If you have to add something to get it away from seat please call. This is only to stop sides from coming in, not to help any other part of the vehicle.
10. Drivers door only may have plate welded to the outside or inside. This is for driver safety.
11. DOT tires only. Stock wheels only. All wheel weights must be removed. Only tubes and air are permitted inside of tires.
12. **These rules are cut and dry, you should not have to call to ask many questions on this class. If it does not say you can do it that then that means YOU CANNOT do it. Quick and easy build.**



Ages 6 to 11

Top 5 for winners

Rules:

- **STOCK FROM THE STORE POWER WHEELS ONLY**
 - **No 4 wheelers, motorcycles, tractors. Must have sides, front & rear bumpers**
- **NO CAR BATTERIES –STOCK BATTERIES ONLY. NO CONVERSIONS.**
- Vehicle must be enclosed
- Must wear a helmet
- Have number on car
- Balloons on Back of car
- Entry fee is a pit pass \$20
- All cars reviewed for children safety
- Judges have final discretion on all cars
- No modifications to frame, no metal or wood stabilizers added to frame in any way.
- Stock wheels with no modifications to provide more traction (no screws or studs in wheels, no grooving beyond stock)
- All riders must wear a helmet and gloves. Pants and long sleeve shirts are recommended.
- No modifying damaged body parts with wood or metal. Plastic can be used but must be zip tied or glued on, no metal fasteners. Also, it can not cover damaged area more than 1 ½” per side.
- **NO EXCEPTIONS**