

2026- Full Size Light Weld Class

2026 RULES AND REGULATIONS

R&R Total Destruction Promotions, LLC

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General Rules

***If car does not pass inspection or driver is unwilling to change car to pass inspection - absolutely no refunds!!

1. All rules will be followed, or you will not run!! Car and Driver qualify for each race. No changing of car or driver!!
2. Any American make sedan or station wagon can be run. No 4x4's, ambulances, hearses, trucks, limousines, etc.
3. Drivers must be 18 years of age and have a valid driver's license. Ages 14 –17 must have a notarized permission slip and some form of driver's license. The person that signs in as the driver/passenger- must be the driver/passenger for that event!
4. Driver must wear seat belt and helmet, along with eye protection. ALL drivers and crew members must attend the drivers' meeting.
5. 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. No hot rodding in the pits, keep it at an idle.
6. Any open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
7. NO sandbagging or holding!!! You will be disqualified! You are given 20 seconds for aggressive hits, 1 minute for restarts and 1 minute if you are hung up. No alcohol in pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
8. Cars are subject to re-inspection before any prize money is handed out. There is a \$150 pro-test fee, and you must be a driver in the class you are protesting. Only drivers in the feature event may pro-test another car. Driver must have cash in hand directly after feature event to pro-test. Any controversies will be taken up at the drivers meeting. Any questions give us a call! If it doesn't say you can do it, don't do it. Call 1st!! Judge's decisions are FINAL!!!

Car Preparation

1. All cars must be stock unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from the car before arriving to the derby. All decking in station wagons MUST be removed!!!
3. Tires no bigger than 16-inch, No split rims, No studded tires. Foam filled or doubled tires OK!!! Valve stem protectors OK. Tires may be screwed to rims.
4. **Full weld in centers and bead locks will be allowed! Don't cover the tire itself.**
5. Driver must have a fire coat or non-flammable jacket to wear while driving in event.
6. Driver must have safety approved glasses or face shield. Driver needs to have FULL faced helmets.
7. You must use a radiator, and it must be in stock location. All cars must have working brakes.
8. All trailer hitches and braces must be removed.
9. Original gas tanks must be removed. You must use a boat tank or well-made fuel cell, and it must be properly secured and covered.

No gas cans. Plastic gas tanks must be placed in a metal box!! The fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat used to be.

10. Transmission coolers will be allowed but must be safe and properly secured.

11. Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered.

12. You must have a number in bright colors on each front door and must have 15"x 15" roof sign with number on it for judging and recognition of car.

13. **No Painting frames, suspension, repair plates and interior of car.**

Car building:

1. **NO welding will be allowed on any part of the body or frame. The only welding allowed is in the below rules. If your car is found with any weld, other than what's allowed, you will not run!! No, you will not be allowed to grind or cut welds. If you want to cut the weld completely out/threw frame, then we'll allow that.**

Top seam of frame from firewall boxes, not side rails, may be welded top side only. Only one weld bead ½ wide, ¼ inch tall may be used to weld the factory seam. This is only for the frame seam itself. No welding of frame brackets, A- arm mounts, etc.

2. Doors may be chained, wired, bolted or welded shut and must be sheet metal to sheet metal. Welding of Outside of doors only will be allowed. All doors, trunk lids and tailgates on wagons may be welded solid on the exterior seams only, this includes the window openings and top of door openings on the doors only. Use no bigger than 3-inch-wide material for welding doors shut. Drivers' door may be weld shut inside and outside solidly with no bigger than 3" strap material.

3. **You may cut off front frame rails, but the factory body mount hole in frame must be there completely. No relocating any part of frame, suspension, and body mounts, etc. No shorting of rear frames. No cutting of frame anywhere else except for your rear notch or dimples in frame rails.**

4. **Metric Gm's (1977 & newer) will be allowing hump plates, 4-inch-wide X 20 inches long and ¼ inch thick. Weld to only one side of the frame. No shaping of hump plates. Must have center of arch covered. Plate will be measured with string across both top and bottom sides of plate. Hump plate must follow frame. Hump Plates will be measured following the frame rails.**

5. **No Radiator guards, only allow Ac condenser to be bolted or welded. This includes no straps or bolts between Radiator and Ac condenser! No back window Bars!**

6. **80 & newer fords will be allowed to cut front tads on boxes to cut and tilt front ends. You will be allowed to weld 10 inches of welding back together.**

7. **When cutting off front frame rails, the factory body mount hole must remain in stock location. Front althread must be able to pass through the factory body mount hole.**

8. **1967- 1972 Caddy frame must measure 17 inches long from front of engine staddle to end of frame rail. 1973- 1976 caddy frame must measure 18 inches same as above.**

9 b. You are allowed 2 spots with 4 loops of wire in each window opening and may go around the frame or through a frame hole. Wire or cable may come off cage or pulling off cage. If you choose to use cable, 1 spot each window opening with 1 loop of 3/8 or smaller cable. 1 turn buckle no

longer than 10 inches. All #9 wire & cables must stay inside passenger compartment only. Don't get stupid or you'll get my famous words—**CUT!** No welding washers around holes on car body. You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8 chain/cable in 1 spot only. This must go around the frame; this cannot be bolted to the frame.

11. No frame shaping except to beating in the exterior and interior side only of rear arches over tires but must stay back away from front bend & rear bend of frame rail at least 4 inches. Nothing else on frame may be shaped. Exterior Body shaping is allowed but no double rolling of body lines. No bolting, welding, wiring, etc of body lines.

Driver's protection Cage:

1. Side bars for your cage must be at a minimum of 6 inches off the highest point of your floor below the side cage bars. Side cage bars may extend to the top of door opening but no higher than the bottom of each door window opening! This area can be stacking side bars or one solid bar. Drivers Door Side bars may also have a plate weld to side cage bars from floor pan to top of door only. This may be welded on the inside of cage bars or on the outside of cage bars between the door and cage. No welding this plate to the Sheetmetal anywhere. Side cage bars cannot pass through any dash or firewall sheet metal. Side bars must stop in front of the body mount in the side rails in the back seat area. If you don't know which body mount this is, call me personally to get that information.

2. Dash Bar- must be welded or bolted to the side bars only. Dash bar must be a straight non-cut/ non bent bar across the dash area. The Dash bar cannot encounter any part of the drivetrain at any point of the event. Dash Bar must be 8 inches up from bell housing and 8 inches from front of Firewall center. If dash bar hits, bounces off or locks into the drivetrain, car and driver is Disqualified from event.

3. Backseat bar- must be 6 inches above your drive shaft tunnel. Back seat bar can only be welded to the inside of your side cage bars. You will be allowed to build off, this bar for your gas tank protector.

4. Halo/Roll Loop Bar- this bar must be completely in front of body mount bolt in back seat area that in the side rails of your car. Must go straight up with the Halo/roll loop. You may weld this bar to the side bar of your cage then directly below that location/ straight down, you maybe continue to the top of the side frame rails only. Otherwise, you may run a straight up and down cage bar off the top of side frame rails to roof to make your halo/roll loop. Do Not extend past the top of the side frame rails. This bar can also be welded to roof only using 3 X 3-6-inch-long angle iron on the front side of the Halo/ roll loop only! Max of 4 locations. Angle iron may be welded and bolted to Sheetmetal of roof only.

5. Sedan Gas Tank Protector- Tank protector must be 2 inches from all sheet metal behind protector and 4 inches off the floor. Back of protector can only be 24 inches wide MAX. You may angle off the protector straight angle to cage side bars. May also come off back seat bar straight back as well to back cross bar of protector. Tank protector can have a halo 24 inches wide going off the back cross bar up above tank. This Halo may be angled but it must still stay 2 inches away from back sheet metal and must stay under and behind back roof line.

6. Wagon Gas Tank Protector- Tank protector must stay in front of the False body mount in the arch of the wagon frame. If you are unsure about this location, call me personally so that I can tell you about this location! Tank protector must be 2 inches from all sheet metal behind protector and 4 inches off the floor. Back of protector can only be 24 inches wide by MAX. You may angle off the protector straight angle to cage side bars. Tank protector can have a halo 24 inches wide going off the back cross bar up above tank. Tank protector halo must not go past the front pinion of the rear tunnel. Again, if you are unsure of this location, call me personally.

7. Down Bars- You will be allowed 2 bars at the front door opening. The front down bar must be completely behind the INSIDE door seam! Down bars must only be welded to the top on the side frame rails and stop at the top of the side frame rails. Down Bar size 6 x 6 Max. Down bars must be straight up and down only! Down bar cannot attach to any of your body mount plates or bolts.

8. For safety, ** Hardtop cars may have a 4-inch-wide strap welded at the door post to the roof. % inches on the top section of door post and 5 inches on the first 5 inches of roof, cannot be connected to anything but roof sheet metal.

You will be allowed 1 – 2inch wide strap at steering wheel area and 1- strap on passenger's side straight up. This strap can only go from dash bar straight up to top of dash. 4 inches on top of dash, must be outside of windshield bars and not connecting to windshield bars, drivetrain, hood plates or bolts, etc.!

9. You must have 2 bars or wires from roof to dash in windshield for safety. Window bars can only be 3 inches wide with 5 inches on dash or may come off dash bar only and connect to halo/ roll loop on the front side of the halo/ roll loop only. You may have 1 cross connector to connect window bars but be 6 inches above top of dash sheet metal and can only be 3 inches wide. Nothing else may be connected to window bars!

Bumpers:

- 1. Bumpers are interchangeable. Any Automotive bumper and bumper bracket may be used on any car. Replica bumpers will be allowed. Replica Pointy bumpers can only be 6-inch x 6-inch. Replica bumper must replicate another factory bumper. Not just make your own bumper. You will also be allowed a flat Tube for bumper front or rear bumpers, nothing bigger than 6x6- flat tubing. This must remain flat, with no shaping. Tubing cannot be any wider than the car fenders. You may trim bumper ends or fold them around. Bumpers and bracket may be welded solidly.**
- 2. Bracket are interchangeable from car to car. If you don't use the factory front brackets to the car, you'll be limited to 1-14-inch bracket, this will be measured from the back of bumper straight back on frame. Brackets must stay factory in length or can be shortened but you CAN'T stretch out or relocation of any part of the brackets to make longer. If you don't use a factory bumper bracket you may use a 1-4inch X 14-inch long 3/8 thick shaped plate. This plate must be welded to the bumper. The bumper plate can only be welded on the outside of the frame and can only follow the frame, shaping of plate is allowed. Bumper plates/ brackets cannot wrap the frame. Bumpers may be stuffed inside of original bumper only. We will allow you to use the original backer to bumper, fill inside original backer, then weld chrome skin back over it. Must be factory chrome and not homemade**

skins. Bracket can be welded solidly but can only be welded to 1 side of the frame, don't wrap bracket unless it came out factory that way. NO Brackets may be stuffed inside of the frame rail exterior only.

3. You may have 4 spots #9 wire or 3/8 chain from front bumper to radiator support- 4 spots from rear bumper to trunk lid. Bracket rules apply for front and back bumper brackets!!! Front Bumper can NOT be any higher than 28 inches from top center. Back Bumper cannot be any higher than 26 inches. The back frame rail at the farthest point back can NOT be lower than 15 Inches from bottom of frame rails to ground. No tilting or pre-bending of rear frame rails. Frame must remain straight for bumper measurement. This rule is to help cut down the issue of roll over and safety of this issue.

HOOD:

1. Althread: You may have up to 1" all thread –2 may be used from the hood down to the frame but must go through the front **Factory** body mount holes with 3 x3- spacer. This spacer must stop at the bottom of radiator support. Chrysler products and Caddies may run all thread behind radiator support down to top of frame and be welded to top or side of frame with no added material – All thread may pass through frame. 80's and newer Ford cars may extend all thread down the side of frame and weld to side of frame. All other hood holds down spots must be sheet metal to sheet metal.
2. Hood bolts can be up to 1 inch in diameter. Besides the althread to the frame thru body mount holes, all other hood bolts cannot be longer than 6 inches. Only allowed 8 spots total to hold down hood- chain- wire- bolts- etc.
3. Hood must have at least a 12-inch square hole cut out in case of fire. You will be allowed 8 spots to hold the hood down (bolts, chain, or wire); you MUST have at least 4 spots holding hood down- hood hinges don't count! Hood must be open for inspection. Plates for hood bolts cannot exceed 5x5x1/2-inch square plates. Any hood plate on top of hood must stay only on the hood sheet metal. You are allowed to have a 5x5x 1/2 in square plate mounted/welded to sheet metal only under the hood, but you must have your hood bolts attached/welded to this plate to hold hood down. All Hood plates must be only on sheet metal, Can Not attached to window bars, any cradle/drivetrain, Frame or cage. You are allowed 12- 3/8" bolts to bolt hood skins. All hood plates must be with car at time of inspections.

Trunk/ Tailgates:

1. You can fold hoods or trunk decks over but 60% of the hood or trunk lid must be in a factory location. Trunk lids and tailgates may be welded but only in a factory location. No welding of tucked area or no welding of sheet metal folded over trunk lid. You can weld 5 on 5 off around the factory location of trunk lid or wagon tailgate using no bigger than 3-inch-wide materials. Trunk lids may dish down to floor panel but no welding floor. Must have a 15-inch x 15-inch hole cut in trunk lid for inspections. Tucking of roofs is allowed but only on factory coil spring wagons. Can tuck roof to top of rear quarter panels. You may chain/wire roof to top of rear quarter panels in 2 spots on each side.
2. 2 - 1" All-thread may go from the trunk lid Or tailgate on wagons to frame or sheet metal. If going to the frame, MUST go through the body mount hole with spacer between body and frame, otherwise you may go to just the body only with all-thread. When going to just the body and not

to frame, you may have up to 1- 5 x 5 washer under the trunk floor with 1- 5 x 5 washer on top of the floor. If the car has a short trunk lid, you may run all-thread straight up from mount to tray between back windshield and trunk lid. You will be allowed to have a 5 x 5 plate for your trunk all thread. No more than 1- 5 x 5 plate under trunk lid and 1- 5 x 5 plate on top of trunk lid. You can have 1-5 x 5 plate on the trunk floor and all thread must pass through this plate to frame or sheet metal.

3. Trunk lids and tailgates may be welded 5 on 5 off but only in a factory closed location. No welding of tucked area or no welding of sheet metal folded over trunk lid. You can weld 5 on 5 off around the factory location of trunk lid or wagon tailgate using no bigger than 3-inch-wide materials. Trunk lids may dish down to floor panel but no welding to floor. Tailgates maybe be slid down underneath, but again no welding to floor or tray cover under floor. Must have a 15-inch x 15-inch hole cut in trunk lid for inspections.

BODY MOUNTS:

1. Body mounts must remain in stock locations, no adding of body mounts. You can replace the bolt with ½ inch bolt, bolt must be up inside of frame as factory with nothing up inside frame except 1- 3X3X1/4" thick washer then 1- standard ½ inch washer and 1 standard ½ inch nut. On top of the floor for your body mount bolts to go through, you will be allowed up to 1- 5-inch x 5 inch – ¼ inch thick flat body mount plate. All Body mount top floor plates must stay inside the body only, and not act as gusset to frame, cage, pedals, battery box, tranny cooler, etc. No added body mounts allowed! You may use a solid mount between the body and frame. All body mount plates must be individual plates. No connecting or over lapping of body mount plates. The mount spacer can't be bigger than 3X3 and must be 1 ¼" tall pipe or tubing. All body mounts must have the mount spacers. NO welding of body mount spacers anywhere else except of radiator support. You may be asked to prove that body spacer or body mount bolt are NOT welded to body or frame. **So be prepared! If found with body bolts and or spacers are welded to frame or body, you will be loaded without cutting!!**

Nothing can act like a gusset of any kind!!

2. Radiator support spacer can be welded either to top of frame and to bottom of radiator support body/sheet metal, no added gussets on spacers. Radiator support spacer must stop at body of radiator support.

SUSPENSION:

1. Suspension must be stock. Leaf springs must be stock material springs. Stock Spring materials only! No aftermarket! 2-inch leaf spring stagger behind rear end and a 1-inch stagger on the front of rear end on all leaf springs. You can loop chain, wire or cable from rear end or springs to frame in 2 spots on each side. No welding chains, wire, cable, althread, washers, etc. to frame or body. No bigger than #9 wire or 3/8-chain or cable may be used. If you use althread rod (1in or less) for rear shocks from rear end to frame, this can NOT attach to body and will count as 1 of your 2 spots to chain, wire, cable rear end to frame rails. You may double your coil springs. Leaf spring cars will be allowed 6 clamps on each spring pack. The clamps may be home-made. Home-made clamps not to be larger than 2 inches wide by 5 inches long flat strap. No more than 8 bolts on mounting pads on rear end to mount rear end to leaf springs. No more than 9 leaf springs in any car! This includes tow package springs! You may have your second leaf spring as long as the main

spring, but the second leaf spring cannot go past the factory mount bolts in the eyelets of main leaf spring. Main leaf spring must be the top spring in the pack.

2. Rear end control arms may be replaced with Tubing 3/8 walled. Tubing control arms must be mounted with a bushing and factory size bolts. Tubing control arms cannot be welded in, no relocation of mounting brackets, etc. Rear Control arm conversions will be allowed. Must do the following:

Top control arm mounting plate cannot be larger than 5 inches x 5 inches with a 3-inch x 3-inch mounting bracket in center of plate. The Top mount must be mounted in stock location of a standard center link control arm car. For the Bottom bracket you may use a factory bottom bracket and weld in factory location of standard lower control arm car or 3X3x3 square tube on the driveshaft side of frame in factory location for lower control arms.

3. You may use any braced rear end along with 8 lug rear ends. Aftermarket axles and axle savers may be used as well. You can use a spool inside the rear end to make posi-track. You can swap out rear ends from a different car but must mount to factory rear brackets of the car only. You may change rears from one car to another. Gm to ford, Ford to Gm, Mopar to Gm, etc. Rear end or Rear end bracing may **NOT** act like a gusset to frame or car! All rear end bracing must remain 6 inches away from frame. Head Inspector will have final say on this!

4. Sliding Drive shafts will be allowed along with a pinion brake. Pinion Brake can only have 1 strap welded to rear end tubes on each side! NO pinion brake protectors!

5. Front upper A-arms will be allowed 2 - 2" X 2" straps. 1 strap on front side of A-arm and 1- strap on back side of A-arm. Must be welded to the side of the frame only. Straps can be ¼" thick. You use 1 loop of 3/8" chain around frame and over A-arm. No welding. Not to be excessive with loop of chain as the loop of chain can only be on 1 side of the A-arm! Not allowed to do both choose one.

6. All Suspension parts must be factory car suspension. Direct bolt on only. No modifying suspension to fit or modifying frame to make suspension fit. All suspension must only mount the same way the suspension mounted on the car you are running. Suspension must be mounted in the factory location of the car you are running. Examples that are accepted: Ford Vic spindles on a Gm sedan. Metric Gm upper A-arms on a Vic. Etc. Etc.

7. All Tie-rod ends, centers connectors, pitmen arms, center links and ball joints must be factory parts. No aftermarket or specialty parts! No combining parts to make a part either! We are allowing ball joints to be changed, there must be a factory bolt in only type ball joints. No welding on ball joints, no welding in collars, etc.

ENGINE MOUNTING:

1. Engine mounts may be welded to factory engine cross member/ saddle. Engine must be mounted in stock location. You may use a front lower engine cradle with full front plate and pulley protector mount to mount your engine. Engine cradle can have a Carb protector coming off the front plate going back to the front of the Carburetor only. The Carburetor protector can attach to the header but must stay in front of carburetor and no wider than the headers themselves. No engine cradle is going back past the factory engine mounts. NO full cradle will be allowed!!! Header Protectors will be allowed but must stay conformed to the header only. No extending of header protectors outward or inward to create a gusseting effect to the body or frame. **If we feel**

you are trying to use engine and or transmission to brace frame/car from not bending, you will be cutting! No Headers or Header protectors used to brace engine to body or frame, again you will be cutting!

2. Use motor and tranny of choice, motor must be in stock location. You may chain or weld the motor to keep in place (don't strengthen the frame). Engine mounting pads cannot be any bigger than 8 x 8 and can only be attached to the engine saddle/cross member. Engine mounting pads must remain 1 inch from frame rail. Weld-in-engine mounts are allowed with a bushing in mounts.

Transmissions:

1. Transmission will be allowed a factory transmission mount or 1- 3/8 chain around tail housing down around transmission cross member only.

2. You must use a factory cross member or a 2" X 3" tubing welded to frame with nothing else added for mounting transmission. You will be allowed to use 3x3-6-inch-long angle iron to mount cross members too if factory location doesn't work. Transmission Cross member must be mounted in center of angle iron. IF you do not use the factory mounts for your transmission cross member you must **Remove factory mounting tabs**. No using angle iron to fix frame, no bridging frame top to bottom or weld over cold bent area. No shaping of cross members, no using cross members as a gusset!! Transmission cross member can be out of another car. **Tranny cross members must mount in factory location for the car only or if re-location is needed, must be under tail housing of tranny where factory tranny mount would be located!**

3. NO Tranny Braces.

4. Transmission coolers are allowed; they must have high pressure lines and mounted securely.

5. Steel tail housing are allowed. All steel tail housings on transmission must pass over and not be able to gusset to cross member. Steel tail housing must be in the same form and shape as standard stock tail housing. You must run the factory cross member to the car you are running when using a steel tail housing.

6. Transmission Bell housing- You may use an ultra-bell, steel bell or aluminum bell housing. Standard scatter shields will be allowed for manual transmissions. No aftermarket transmissions! Any bell housing except for standard Ultra-bell housing, you will be required to cut floor out over and around back side bell housing completely and the floor must have a 2-inch gap between sheet metal and back of bell housing.

7. All transmissions must be factory housing, no specialty housing or homemade housing.

STEERING:

1. Tie-rods, A-arms, ball joints and all other steering/suspension must remain Factory parts. Must be what came on the car. OEM replacement parts for that car only. It must be right from parts store, not a specialty shop or aftermarket. This means one complete stock item, not a combination of parts to make tie-rods, steering, etc! The steering column may be changed to aftermarket shafts. Steering knuckles, homemade steering shafts, Hydro steering, etc are **ALLOWED**. May change steering box but must bolt to factory steering location and factory steering parts. Ball Joints may be changed to a factory type bolt in style ball joint. No welding on ball joints. No weld in or bolt in sleeves. Play fair and we won't have issues!

2. Tie-Rod centers only can be re-enforced by a sleeve over the factory Tie-Rod end. Sleeve can be no larger than 1 ½ outside diameter tubing only or maybe re-enforce with rebar, welded factory center, etc. Factory/stock Tie-rod ends must be used.

Fenders:

1. You may cut wheel wells for tire clearance. Fenders may also be bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender. Not roof pillars!

Pedals, shifters and roof signs:

1. Roof signs cannot attach to windshield bars or roll over bar. Roof signs must bolt on front side of roll over bar only!
2. You can run the shifter through floor, and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump – must be hooked up to your ignition switch – so when your car shuts off – it shuts off.
3. Aftermarket gas pedals and brake pedals are allowed but must have 1 inch gap from the front slope of the floor. Call and I'll explain this!!!! Must be mounted body and not to frame or used as a gusset to re-enforce the car in any way. Everything that's mounted to floor/sheet metal only and must have a 1 inch of clearance from floor pans where it bends to go up on front side and same for the bend that goes up on side rails, this is measured from the flat plate of pedals on floor. If you extend over size mounting areas, you might be asked to cut it down or to remove it!

*****RUST REPAIR & FRAME REPAIR:**

1. You may repair rusted out sheet metal with 20-gauge sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 1/8th inch or less. You are allowed to weld the patch 1 inch past the rusted-out area, leaving the rust in place. Any frame rust repairs must be painted white. Any rusted sheet metal repairs must be proven to inspectors. Pics will not be considered. Sheet metal rust repairs must be painted a bright color other than paint color/colors of car.

*****Car repair plates:**

1. All cars will be allowed 2 fresh plates on non-bent areas Passenger's side frame rail and 2 plates on driver's side frame rail. All plates must always remain on the exterior of the frame. Plate size is 6 X 6 – 1/8th inch thick only. Plates start out as a 6 x 6 square plate before shaping. The plates may be welded solid, plug welded and can be shaped. Plates must be on frame rails only and no cutting of plates. You must have a **1/2-inch hole** in the repair plates. No layering of plates. All Plates must have a 1/4-inch space including welds of anything repair plate, bumper bracket, frame brackets, suspension parts, steering parts and including A–arm straps. NO attaching repair plates to any frame bracket, bumper bracket and other repair plates including welds! No repair plates attached to cage, body, drivetrain, etc.
2. All cars are allowed 2 more repair plates on each side of the car to use on frame rails only after you have run your heat. No layering of plates must still have 1/4 inch gap between welds of plates. This will be the only repair plates allowed! Plates are only allowed on the frame rails. Use same rules as the fresh plate rules. Use rule # 37 for additional repair plates.

2003 & newer will use the above listed rules along with below additional rules.

Any rule listed below will replace the same rule that might be listed in the above rules as this pertains to only 2003 & newer.

1. No cutting and tilting of frame, you are only allowed to cold bend front frame but must be done in the side rails and not to exceed more than 3 locations.
2. Front suspension may be replaced with stock suspension from another car. Suspension must be a direct bolt on without modification to parts or suspension mounts.
3. Must use factory aluminum engine cradle. You are allowed to use a bolt in type cradle to mount to aluminum engine cradle to mount engine. This cradle must use the factory 2 mount on the aluminum engine cradle then you will be allowed 2 addition bolts down through the flat area of aluminum engine cradle between the 2 factory mounting bolts. Bolt size not to exceed $\frac{3}{4}$ bolts, may have 1 washer no bigger than 3x3-1/4 under engine cradle. The washers must be 2 separate washers and not overlap each other. Bolt in cradle that attaches to factory cradle must be 1 1/2-inch gap from inside of frame rails.
4. 2003 & newer A-arm straps may be 2 x 4- 1/4 on upper arm only. Must remain 1 inch away from repair plates, bumper bracket. 1 strap on front side and back side of A-arm only.
5. Must use factory steering rack and must be mounted in factory location! Tie-rod may use the new Tie-rod rules listed above.

Border Wars- is a fresh car only event!

Border Wars Heads up Heats. One State Vs One State. Winner moves on. Loser goes Home

This is the only way to find out who's the best, win or go home. Leave it all on track!

Winner of each heat will qualify all 10 drivers from your state, even if only 1 car from your state wins that heat, all cars will move on to next round or as many cars as you can get fixed.

Once you run your 1st round of heats and win, your state will be allowed 4 more plates.

Repair plates will be 6 x 6 – 1/8 square plates. You will be allowed to use 2 of the 4 plates on each side of the car. See repair plate rule #37 on how the plates may be used.

This will be the same again if you win the second round to be in the championship round.

Total of 6 plates on each side of the car.