



# ***TURKEY DERBY 50***

## **v8 DEMOLITION DERBY R U L E B O O K**

THE RULES BELOW ARE THE GENERAL GUIDELINES FOR ALL CARS  
THAT COMPETE IN THIS DIVISION AT TURKEY DERBY 2023.

**\*\*\*ALL HELMETS MUST BE FULL FACE SA 2015 OR GREATER.  
NO OPEN FACE HELMETS / "BRAIN BUCKETS" !**

**ALL PARTICIPANTS MUST WEAR A NECK COLLAR/HANS-TYPE DEVICE  
FOR SATETY PER NJ STATE POLICE.**

### **COMPETITION RULES:**

- Technical Inspection starts at 7:30 am. Car & Driver must be at the race track by 1:00 pm in order to compete. Check in at the Pit Office and then tech will do an inspection of the car. All cars must be inspected by 1:30 pm.
  - No drivers under 16 without driving permit or driver's license can compete. All competitors must present valid ID at check-in and fill out w-9 form.
- All competitors must attend the Driver's Meeting at 1:45. The event starts at 2:00 pm.
- NO HEAD ON COLLISIONS, NO DRIVER DOOR HITS.
- The use of radios, cell phones and walkie-talkies is prohibited while in the demo car. The penalty is disqualification. No passengers allowed.
- No teamwork or playing opossum!
- You have 20 seconds to hit another competitor or you will be out of the competition.
- Pay attention to the flagger at all times!  
GREEN ----- GO  
YELLOW ----- YOU ARE IN DANGER OF BEING DQ'D  
RED ----- STOP YOUR CAR IMMEDIATELY  
BLACK ----- YOU HAVE BEEN DISQUALIFIED, **STOP AT ONCE**  
CHECKERED ---- COMPETITION IS OVER

## **GENERAL CAR SPECIFICATIONS**

### **2023 Wall Stadium Turkey Derby Full Size Super Stock Rules**

**ALL FUEL CELLS AND FUEL LINES MUST BE COVERED**

**HEAVY MESH/SCREEN MUST BE USED TO COVER WINDSHIELD AREA**

**NO FULL FRAME STATION WAGONS**

**ARENA SURFACE IS BLACKTOP (Will be coated with soapy water)**

**ALL CARS ARE ALLOWED 4 SPOTS OF DOUBLE STRAND 9 WIRE PRIOR TO HEATS**

**PRE RAN CARS ARE ALLOWED (6) TOTAL 1/4" THICK 4"X 4" FIX IT PLATES MAX**

Any work done to frame or body that is not directly outlined in these rules may result in a car being automatically loaded. Frame plating is an automatic load; anything else done outside the rules will be up to the officials as to what can or can't be done to allow the car to participate in the event or not.

**If your car was ran at a different show and does not meet our rules, it is your responsibility to fix the car to our rules. We will not accommodate builds from other rules sets.**

1. NO IMPERIALS, CHECKERED CABS, FULL FRAME WAGONS as per NJ state law
2. PRE- RUN CARS WILL BE ALLOWED: Pre ran cars will be allowed 2 extra 1/4" thick 4x4 fix it plates for a total of 6.
3. No plating of frame outside of DIG YOUR OWN GRAVE RULE SEE BELOW. If found plated, that car will be automatically disqualified. This includes loading of frames.
4. No spray foam or other materials inside the frame.
5. NEW\*\*\*\***Full Size Front wheel drive cars will be allowed to convert to rear wheel drive with official's approval. All steps to convert must be pre-approved.**

## **DIG YOUR OWN GRAVE RULE**

EACH CAR FRESH OR PRE RUN WILL BE ALLOWED 4 TOTAL, 4" X 4" X 1/4" maximum PLATES ANYWHERE ON OUTSIDE OF FRAME( any one of the 4 outside sides of the frame). ALL PLATES INCLUDING FIX IT PLATES

MUST START ONE INCH APART WITH A 1/2" BEAD OF WELD ALL THE WAY AROUND EACH PLATE. NO BRIDGE WELDING. ENDS OF WELDS CAN TOUCH BUT CANNOT OVERLAP. PLATES MUST BE PAINTED RED FOR IDENTIFICATION PURPOSES. NO internal frame GUSSETTING.. ABSOLUTELY NO ATTACHING OF PLATES TO THE CAGE. PLATES MUST REMAIN IN TACT BUT MAY BE MANIPULATED BY HEATING BENDING TO CONTOUR FRAME. YOU PROVIDE YOUR OWN PLATES. IF YOU ARE CHOOSING TO WELD PLATES AFTER HEAT, LOOSE PLATES MUST BE APPROVED AT TECH. YOU DECIDE WHETHER YOU WOULD LIKE TO PUT ALL ON PRIOR TO HEAT, AFTER HEAT, .... YOUR CHOICE... YOU DIG YOUR OWN GRAVE. PLATES MAY NOT BE MOVED ONCE THEY ARE ATTACHED. WHERE YOU PUT THEM IS WHERE THEY STAY.

**Parallelogram plates are permitted but must meet the exact following requirements. Must measure 4" tall by 4" wide with exactly 7" from the two furthest points. There will be no leniency with this.**

**The ability to use parallelogram form in this rules set is strictly limited to the fix it plates and a arm straps and may not be interpreted for use in other areas of the build.**

## **REPAIRING CAR AFTER HEATS**

AFTER HEATS YOU ARE PERMITTED 10 TOTAL LOCATIONS OF DOUBLE STRAND NINE WIRE ON CAR. ALL CARS WILL BE GIVEN 2 MORE 4"x 4"x1/4" FIX IT PLATES AFTER THE HEAT AS WELL

**Absolutely no sedagons fresh or pre run. On a pre run wagon, or a wagon that just ran a heat at Buried Alive, you must get approval on how you may bring the roof down for vision purposes only.**

**If your bumper comes off, you must get approval for how and where you may re attach it. This is often on a case by case basis and will not provide an advantage. If the rear bumper was originally attached to the body, it must remain on the body and cannot connect to the frame.**

**Any blown frame seams, torn frames, safety body repairs must be pre approved through Jeremy Tillotson.**

**All cars, quarter panels cannot be folded over and beat flush to the trunk floor at any time. There will be a required 2" space in order for proper re-inspection.**

### **03 AND NEWER**

**For inspection purposes, all 03 and newer cars must have a 5/8" inspection hole on top of the frame or side of frame within 3" of the front or 3" of the rear of the factory cradle bolts. A store bought 5/8" standard washer may be welded over hole with 3/8" bead of weld to regain integrity of frame. This washer cannot be homemade and must be standard 5/8" holed washer and cannot exceed ...1 3/4" ... in diameter.**

**On all 03 and newer cars, the plastic/rubber material must be removed from inside of crush box.**

All 03 and newer cars must use a factory aluminum engine cradle

YOU MAY RUN A DIRECT BOLT HD RACK OR TRUCK RACK BUT MUST DIRECT BOLT WITHOUT ADDING EXTRA BRACKETS OR WELDING.

You may use an approved (by Deadman Derby) bolt in only piece for engine mounting purposes. Smith metal works style is approved. All others must be OR approved.

If you are building a weld in style engine mounting system, it may only have a 4"x 6"x1/4" flat plate to attach to frame on each side. ONE plate this size on each frame rail, must be mounted only to outside of the frame on the inside of the frame rail. These may not attach to anything

else except where they are welded to frame. There may not be anything tying the sides together other than the engine, these two pieces must remain completely separate. No part of these engine mounts may attach anywhere other than where the 4"x 6"x 1/4" plate welds to frame and where mount attaches to engine. They may not touch anything other than where plate welds to frame and where it touches the engine.

**NEW** \*\*\*SMW style and others alike may be welded to the side rails with a max of (4) locations 3" and must be located, on the inside portion of the frame rail but outside the frame, these locations must be straight over to the frame from the engine mounting cradle and may not be angled in any fashion, Front of bolt in mount, rear of bolt in mount. Absolutely no welding on top ,bottom or outside of the frame period. Nothing can be used to brace the aluminum cradle or rack.

### **ALL CARS:**

When using aftermarket pedals, plates for pedals or battery box may not exceed 20"x20" they may only be attached to the floor with 8-1/2"

bolts and no bigger than a 3" round washer under the floor. Must

maintain at least a 1" gap between body mount washers and battery

box/pedal plate. If seat is not using factory bolts and brackets then it

may have no bigger than a 3"x3"x1/4" washer where each bolt goes

through the floor. Bolts may only go straight down through the floor and may not run forward

at all, these bolts are to hold your pedal plates in place and not strengthen your car. If we determine these bolts are being used to reinforce the car, those bolts will be removed.

Meaning they may not contact anything other than pedal plates and floor, before, during or after the event.

### **DRIVETRAIN**

1. Any engine and transmission STEEL BELL HOUSINGS, Ultra Bells are permitted. Steel tailshafts ARE PERMITTED. Transmission cooler permitted in cockpit tightly secured.

2. A basic 1/2" max lower cradle front plate and pulley protector permitted. A transmission brace will be permitted as well as a mid plate to attach transmission brace to.

Cars that choose not to run a transmission brace will be allowed to utilize (2) 1/4" thick 2x2 belly bars. These bars can only be mounted between the rear facing side of the engine crossmember and the front facing side of the transmission crossmember. Belly bars may not be ran inside/through either crossmember in any fashion. No gusseting. 24" max spacing between belly bars from outside to outside.

3. Mid plate may not be any taller than one inch above the mating point between transmission and engine block. The mid plate may only be used to attach transmission brace to back of engine block. Mid plate may not attach to any other part of engine protector. If transmission has a stock bell or no mid plate is used then you may have a plate on the rear of each cylinder head to attach transmission brace to. These plates or mid plate are not to be used to pressure against body.

5. Transmission may be mounted solid to crossmember. May be bolted through crossmember with (2) 1/2" bolts OR can be attached with (2) 2" welds max. Transmission mount may only be as wide as oem mount. Must have a 1" gap from any part of cross member to trans brace. Transmission may also be mounted using oem mount or equivalent. 1 TRANSMISSION MOUNT PER CAR!

6. BOP AND MOPAR TRANSMISSION ADAPTER PLATES MUST BE PRE APPROVED.

7. NO HEADER PLATES OR CONNECTING BARS ON CRADLE.

8. ENGINE HALOS ARE NOW ALLOWED BUT MUST MEET THE FOLLOWING CRITERIA.

THIS IS FOR CARBURETOR PROTECTION ONLY AND CANNOT BE USED TO

STRENGTHEN THE CAR IN ANY MANNER. THE ENGINE HALO MUST ATTACH ONLY TO

THE FRONT ENGINE PLATE AND THE FACTORY BOLT HOLES ON THE BACK OF THE

ENGINE HEADS. NOTHING WITH THE HALO CAN EXTEND OUTSIDE OF THE HEADERS.

HEADER PROTECTORS OFF OF THE HALO ARE PERMITTED. NO PART OF HALO MAY

CONTACT FIREWALL. HOLE IN FIREWALL MUST BE WIDER THAN REAR SUPPORTS

FOR HALO THIS IS IN NO WAY TO BE USED FOR PRESSURE OR IT WILL BE REMOVED.

9. Solid motor mounts permitted, mounts may be spaced 1/2" max to gain clearance of center link. Motor mount plates cannot exceed 8"x 8" and cannot tie into frame rails. These are for mounting purposes only. Abuse it you lose it

11. Slider driveshaft permitted

12. Any 5 or 8 lug rear

Nothing with bracing may attach to the package tray or body. Axle savers and pinion brake permitted. REAR END BRACING CANNOT STRENGTHEN THE CAR IN ANY FASHION. THIS INCLUDES SETTING IT UP TO STRENGTHEN THE CAR ONCE IT BENDS. No frame bump stops permitted. Rear end bracing cannot be formed with hump to prevent collapsing.

13. You do not have to bolt the transmission to crossmember (however this is the only thing that it could be bolted to) If you desire to not bolt it to the crossmember you may wrap a chain around tail shaft and cross member (one loop, one bolt or you can weld 2 total links to crossmember) If you choose to chain your transmission to crossmember, a 1" gap must still be present between transmission brace and crossmember.

14. Transmission crossmember may be a max of 2"x 2" 1/4" tubing connected to the frame by 1/4" 4"x 4" angle 6" long. You MAY NOT put the crossmember through the frame in any fashion. Cross member MUST be tubing, not solid.

ONE CROSSMEMBER PER CAR, THE CROSSMEMBER IS DESIGNED FOR STABILIZING THE TRANSMISSION. Crossmember may have no more than a 2" variance from the center of the cross member to where it mounts to frame.

On Cadillacs that have "tails" the tails may contact cross member but may NOT be welded to the cross member. The only thing that the transmission crossmember can be welded to is the angle iron allowed for mounting specified in rule 14. \*\*\*\*FIX IT PLATES CANNOT BE USED IN ANY FASHION ON THE TRANSMISSION CROSSMEMBER, TRANS BRACE OR MIDPLATE OR LOWER CRADLE.

15. ABSOLUTELY NO SUPPORT OR BELLY BARS FROM CROSSMEMBER.

### **Wheels and Tires**

1. ANY TIRE, ANY WHEEL, MUST BE ROUND AND RUBBER
3. Wheels may be spaced 1/2" with additional center.
4. No external rubbers on the outside of the tire.

### **Bumpers**

1. Both front and back bumpers may be any loaded OEM bumper. BUMPERS MUST MEET THE SPECIFICATIONS OUTLINED BELOW. BUMPERS MAY BE NO HIGHER THAN 22" AND NO LOWER THAN 14".

ON ANY FRONT BUMPER WITH A SLOPED BOTTOM THE MEASUREMENT

WILL BE TAKEN AT THE FRONT MOST PART OF THE BOTTOM OF THE BUMPER. BUMPER HEIGHT WILL BE ENFORCED ON ALL CARS FRESH OR PRE RAN NO EXCEPTIONS.

2. No sharp edges, End caps permitted.
3. May be seam welded
4. HOMEMADE BUMPERS ARE PERMITTED BUT MUST MEET THE FOLLOWING SPECIFICATIONS. MUST NOT EXCEED 8"X 8". IF IT HAS A POINT THE POINT MAY NOT EXTEND MORE THAN 4" FROM FLAT FRONT OF BUMPER. POINT MUST TAPER OVER 32". HOMEMADE POINTIES ARE PERMITTED AT DEADMAN BUT MUST FOLLOW THE FOLLOWING PARAMETERS. MAXIMUM OF 14" FLAT BACK TO POINT. ALL REPLICAS ARE LIMITED TO A MAXIMUM OF AN 8" POINT FROM THE FLAT FRONT OF BUMPER NOT MATTER HOW THICK THE BUMPER IS. POINT STILL MUST TAPER OVER 32". A JIG WILL BE PLACED ON POINTS TO CONFIRM LEGALITY OF BUMPER. POINTS THAT EXCEED THESE PARAMETERS WILL NOT BE RUN. EXAMPLE OF LEGAL POINTY IS



ENFORCER FABRICATION WHICH HAVE BEEN PRE APPROVED

BUMPERS MAY NOT BE SLEEVED AROUND FRAME RAIL. BUMPERS MAY NOT BE BUILT BACKWARDS AROUND RAIL. BUMPERS MUST START AT FLUSH MOUNTING POINT ON FRONT OF FRAME AND BE BUILT FORWARD.

**Front Bumper Only: you are now permitted a piece on top of your bumper to prevent bumpers climbing. This may be a max of 2" tall and can only be welded to the top of the bumper, no exceptions. This may be a piece of 2"x2" tubing or angle or may be a max of 3/4" plate gusseted to top of bumper. This piece can only be on top of bumper between the two front core support mounts.**

**REAR BUMPERS MAY NOT HAVE A SLOPED FACE TO THEM. NO RAMP STYLE BUMPERS WILL BE ALLOWED.**

**REAR BUMPER MUST BE SQUARE OR RECTANGLE IN FORM. IF YOU WISH TO ANGLE YOUR REAR BUMPER YOU MUST DO SO UTILIZING THE BUMPER BRACKET.**

Bumper mounting for front and back bumpers

5. Bumper mounting OPTION 1: you may use a 4" x 12" x 3/8" thick plate on outside of frame, plate may be on any of the four sides of the frame but may not be bent to contact two sides of the frame.

This bumper mounting plate must attach to back of bumper and may extend 12" back the frame.

The plate measurement will be taken with straight edge 12" not a contoured 12". Bumper mounting plate may be positioned on one of the four outside portions of frame. Left right top or bottom.

**Any bumper bracket used cannot be folded over to attach to an addition side top or bottom of frame. 1 side only.**

Option 2: Utilizing and factory bumper shock and brackets. If doing so you lose the 4" x 12" x

3/8" thick plate. Therefore, the shock may be collapsed and welded solid, shock may be welded

to bracket, and the bracket may be welded to the frame 12" on top seam, 12" on bottom seam

and plug welded. THE 12" WELD RULE STARTS AT THE BACK OF THE BUMPER AND MUST BE CONTINUOUS 12" OF WELD. NO BRACKETS MAY BE LONGER THAN 12"

FROM END OF FRAME. FIX IT PLATES CANNOT BE WELDED OVER BRACKETS TO

BEAT RULE. The shocks and brackets may only be placed on frame on the portion of frame facing wheel. The outside side portion of rails.

6. Bumpers may not be lower than 14" or higher than 22". Measurement taken from bottom of bumper.

7. Rear bumper mounting: May be mounted directly to the rear frame rail with a 6" x 6" inch plate ACROSS THE END OF THE FRAME NOT DOWN THE SIDE

8. When mounting rear bumper if you choose to hard nose the bumper, you may use the 4"x12"x3/8" plate on the outside portion of the frame facing the wheel. In addition to this, you may use 1/4" plate to box in the other three sides with no more than one inch of overlap onto the frame.

### **Suspension**

1. Cars do not have to bounce

2. Rear suspension AND FRONT SHOCK may be 1" all thread. A MAXIMUM OF 4 NUTS WITH A MAXIMUM OF 3 INCH WASHER, NO THICKER THAN 1/4" EXCLUDING THE BOTTOM OF THE FRONT SUSPENSION WHERE WE WILL ALLOW A MAXIMUM OF 6" PLATES DUE TO THE SIZE OF THE OPENING IN LOWER A ARM.

2 front shock locations and 2 rear shock locations max.

3. Coils may be welded to the rear and banded to the PACKING TRAY in one spot.

4. NO LEAF SPRING CONVERSIONS and NO SKI OR AFTERMARKET SPRINGS

5. **NEW\*\*\*\* RULE CHANGE.**

Factory leaf sprung Sedans: No springs on top of main spring. 7 leafs maximum, 3/8" maximum thickness, 2" stair step AND STAGGER, 4 clamps per LEAF PACK. Clamps maximum of 1/4" thickness 2" max width and bolted with 3/8" bolts. Leaf packs cannot be on top of the rear. THE FACTORY WRAP STYLE CLAMPS DO NOT COUNT TOWARDS YOUR 4

AFTERMARKET CLAMPS

6. Front suspension may be solid. Upper A arm may be contoured to frame and may be welded either with a single pass 4" bead 1 per side or use a 4" x 4" X 1/4" max flat plate A ARM to frame on each side. (2 per upper A arm). THE A ARM PLATES MUST TOUCH THE A ARM TO BE

ACCEPTED AS AN A ARM PLATE. No other welding to A-arms or brackets other than A-arm straps to lock suspension, re welding the factory bar or a piece of 1" all thread across the top of the A-arm from front to back. This bar or all thread may only be welded on the ends and may not be manipulated in any fashion. Must stay between the a-arm mounts. This means washers may for 1" all thread that is used in place of a shock may not be welded, these washers must remain free floating on top however lower washer on bottom a-arm may be welded.

**03 and newer**

**As an alternative for locking front suspension, you may utilize your two A arm straps on either the top A arm or the lower control arm. If using them on the lower control arm they may not come in contact with the bracket on the A arm that bolts to the frame rail. It must be on the arm itself not the bracket. If these plates are deemed by officials to be being used as fix it plates rather than suspension straps you will lose them.**

7. A Arms may be swapped OEM to OEM. Ball joints MAY BE AFTERMARKET SCREW INS

OR OEM SWAPPED AND may be welded in. Rings to weld ball joints in may not exceed 3" in

diameter and no more than 2" thick. Ball joint rings may not weld to frame only a-arm. Big PIN

style are approved. Spindles must be OEM style meaning, spindles MUST BE CAST IRON.

CAST IRON LIFT SPINDLES ARE OK.

If you are running factory spindles you may add a 6" long by 2" wide piece of 1/4" plate to the back of them to reinforce them, if you are running a cast lift spindle you may not add any reinforcement.

Collins Metal Works reinforcement kits are permitted.

8. Front shock can be 1" all thread. Must be in the factory location.

9. Sway bar must be bolted to the lower arm and utilize factory car brackets on the frame to attach to frame. CANNOT BE WELDED ANYWHERE. MUST BE A FACTORY SWAY BAR

10. \*\*NO HUMP CHAINS, NO EXCEPTIONS INCLUDING PRE RAN CARS

11. Watts link kits are permitted. If using a watts link aftermarket or homemade it must bolt to the package tray utilizing only 1/2" maximum bolts. You MAY NOT bolt through the package tray

to the body. NO WELDING TO PACKAGE TRAY. Watts link uppers must be two separate pieces bolted together. Lowers may be a max of 2" x 3" 1/4" tubing cut for desired pinion angle

and mounted in one fashion. A bracket on the inside of the frame may be welded but lower 2"x3" must bolt to that bracket. LOWER ARM CANNOT BE WELDED IN ANY FASHION.

Upper watts link must be two separate pieces, it may not be welded in, it must stay 1" away from frame rails, lower brackets can be a max of 3"x3" x 3/8" thick

and 6 inches long.

12. NO SPINDLE SLEEVES. UPPER BALL JOINT AND LOWER BALL JOINT MUST BE TWO MOVING SEPARATE PARTS.

### 13. NO BALL JOINT PROTECTORS

14. NOTHING MAY BE WELDED TO THE SIDE OF COIL POCKET OUTSIDE OF THE A ARM STRAPS and fix it plates, fix it plates may not weld to ball joint rings

### Steering

**NEW\*\*\* ALL CARS ARE PERMITTED TO RUN A STEERING DRAG LINK. THIS DRAG LINK MUST RUN STRAIGHT ACROSS SPINDLE TO SPINDLE BUT MAY ONLY MOUNT IN THE FACTORY TIE ROD END LOCATION ON THE SPINDLE. THE TIE RODS ARE ALLOWED TO BE ATTACHED ONLY TO THE DRAG LINK VIA HEIM JOINTS AND ONE BRACKET. THE DRAG LINK MAY NOT COME IN CONTACT WITH ANYTHING OTHER THAN THE SPINDLE AND THE TIE RODS. NO EXCEPTIONS.**

1. Steering boxes must be mounted at factory location, however you may utilize an aftermarket

adapter plate if you prefer to change steering box OEM to OEM between manufacturers

2. TIE RODS MAY BE REINFORCED. Aftermarket tie rods are permitted both budget and big pin. HEIM JOINTS NOW ALLOWED. BOLT THROUGH HEIM CANNOT BE GREATER THAN 1" DIAMETER AND 3" LONG

3. Aftermarket steering columns permitted. NO STEERING COLUMN BRACING CAN STRENGTHEN THE FIREWALL, BODY OR FRAME IN ANY FASHION

4. Center link must remain factory

5. Hydraulic assist steering will be allowed, meaning the setup that utilizes an OEM steering gear box. ABSOLUTELY NO HYDRAULIC RAMS

### FRAME

\*\*Y FRAME CARS (PRE 73 CADDY AND Y FRAME MOPAR FOR EXAMPLE, YOU MAY CLOSE THE Y BUT MUST CALL FIRST TO FIND OUT HOW IT IS ALLOWED TO BE DONE

1. ALL CARS MAY SEAM WELD THE TOP MAIN SEAM FROM THE FIREWALL MOUNTS FORWARD 1/2" BEAD MAX
2. TOP MAIN SEAMS ONLY ANY OTHER FRAME SEAM WELDING MAY GET YOU LOADED
3. ALL CARS MAY BE TILTED IN ONE SPOT PER SIDE. NO EXCESSIVE WELDS SINGLE PASS 1/2" BEAD DO NOT PUSH THIS. NO ADDING METAL IN ORDER TO TILT
4. NO PLATING, NO STUFFING OR PINNING
5. Rear frame may be dimpled or cut for rolling
6. IF SHORTENING THE FRONT FRAME SECTION, A MINIMUM OF 20" OF FRAME MUST REMAIN. MEASUREMENT TAKEN FROM BOTTOM OF FRONT OF FACTORY COIL POCKET LOCATION TO THE BACK OF THE BUMPER.  
– 03 AND NEWER MUST HAVE MINIMUM OF 20" OF FRAME MEASURED FROM FURTHERMOST FORWARD CRADLE MOUNT BUSHING TO BACK OF BUMPER.
7. Coil spring cars may have a 22"x 6"x 3/8" hump plate, Metric GMs get 30" x 6"x 3/8 hump plate. Plate must be on the outside of frame facing the wheel and must be clear of any rear end bracing. Plate must be located between the body mount immediately in front of the rear arch and the body mount immediately behind the rear arch. We are letting you choose the exact location inside of those parameters.
8. Leaf spring cars may have an 11" hump plate it MUST be centered in the hump
9. No painting or undercoating on frames. No putty.
10. All body mounts may be changed to 5/8" BOLTS MAX 6" LONG

**NEW\*\* ALL BODY MOUNT FRAME HOLES MAY HAVE A MAX 3" WASHER WELDED DIRECTLY OVER AND CENTERED TO OEM BOLT HOLE POSITION. 1/2" BEAD OF WELD. ONE WASHER PER**

**HOLE. NO OFFSETTING WASHERS. IF WASHER IS DEEMED TO BEING USED FOR ANYTHING OUTSIDE OF HOLDING INTEGRITY OF BODY MOUNT HOLE YOU LOSE IT.**

11. A 1" MINIMUM space must be maintained at all times between body and frame with exception of core support and firewall. Core support spacer can be a max of 12" and may be welded to the frame in its OEM location. If your car has an OEM position that causes a conflict please call to gain clarification on where we want it located.

THE CRUSH BOX OR FIREWALL MOUNTS MAY BE A MAX OF 2" BUT MUST MAINTAIN MINIMUM OF 1" SPACE. This may be achieved utilizing any of the following: solid, OEM , Hockey pucks. Body mounts cannot be welded to frame.

12. Core support spacer may be welded to frame and bottom of core support only. The core support spacer can only run from frame to bottom of core support. No sleeving of all thread.

FROM THE CORE SUPPORT SPACER TO THE TOP OF THE BUMPER YOU MAY HAVE( 1 PER SIDE)A GUSSET A MAX OF 6" LONG A MAX OF 2"X2" TUBING

IF DUE TO SHORTENING OR IN THE CASE OF CADDIES WHERE A FACTORY BRACKET HOLDS THE CORE SUPPORT MOUNT..... YOUR CORE SUPPORT SPACER MAY BE WELDED TO THE SIDE OF THE FRAME IMMEDIATELY BEHIND BUMPER.

13. Rust repair is limited, ALL MUST BE PRE-APPROVED.

14. ABSOLUTELY NO AIR HAMMERING OR SHAPING OF FRAME

**BODY**

1. The Drivers door may be welded solid and you may have full door skin 1/4" max overlapping no more than 2 inches of seam. No protruding metal or rails outside the drivers door.

2. All other door seams may be welded in a 5" on 5" max of 5"x5" x1/4" flat plate off fashion.

Outside seem only

3. Trunk 5" on 5" off (5" x 5" x ¼" flat plate max)

4. Trunk may be dished or canoed. A 2" space must remain from trunk floor to trunk lid.

Measurement will be taken from lowest point of lid and highest point of trunk if beat up.

5. Mandatory: 2 10" holes one per side of trunk lid for inspection. Holes may be bolted with 3/8"

bolts in 10 spots but must be within 3" of hole

6. Trunk may be tucked

**\*\*\* A MINIMUM OF 1 INCH SPACE BETWEEN THE TRUNK FLOOR AND TOP OF FRAME IS MANDATORY. A MINIMUM OF 1 ½" INCHES BETWEEN INSIDE OF FRAME RAIL AND TRUNK FLOOR MUST BE AVAILABLE FOR PROPER INSPECTION. NO AIR HAMMERING OF TRUNK FLOOR OVER OR DOWN TO FRAME. OUTER QUARTER PANEL MAY BE "SQUEEZED" TO THE WIDTH OF THE OUT SIDE OF THE FRAME AND FOLDED UNDER, HOWEVER THE FLOOR BETWEEN THE FRAME RAILS MUST REMAIN UNMANIPULATED ASIDE FROM BEATING UP THE CENTER OF THE TRUNK FLOOR FOR GROUND CLEARANCE, IF WE DO NOT HAVE A 1 ½" GAP BETWEEN INSIDE OF FRAME AND BODY IN THE REAR, THE CAR WILL NOT BE PERMITTED TO RUN NO EXCEPTIONS, MEANING IF IT'S PRE RAN YOU NEED TO MAKE SURE THE GAP IS THERE**

7. Hood: May be secured in 6 Spots. Can be chained or bolted. If bolted you may only do so in the following fashion: Angle 2" x 2" x 6" long maximum of 5/8" Bolts. 2 bolts per angle max.

NO NINE WIRING HOODS.

FRONT CORE SUPPORT MAY BE USED AS 2 SPOTS UP TO 1" ALL THREAD. ALL THREAD MAY RUN THROUGH FRAME RAIL if that was the factory oem position of body

mount. Example BOP GMs MAX OF 3" WASHERS.

**ALL THREAD MUST RUN STRAIGHT UP AND DOWN THROUGH FACTORY OEM BODY MOUNT LOCATION AND THROUGH BOTTOM AND TOP OF CORE SUPPORT. NO BENDING ALL THREAD>**

8. A minimum of 2 12" holes must be cut. Holes may be bolted with a maximum of 3/8" bolts



and a max total of 16

9. Fenders may be cut and rolled for clearance and welded back together WITH A TOTAL OF 8 1" WELDS or bolted IN a max of 8 times with 3/8" max bolts. THIS IS LIMITED TO DIRECTLY OVER WHEEL WELL.

10. All fenders and body lines may be creased both horizontal and vertical.

However, side rear fenders must remain upright in factory location, not beat down IF CAR IS PRE RAN QUARTERS MUST BE PULLED BACK UP AND BE UPRIGHT WHEN THE CAR TAKES THE TRACK FOR THE HEAT. NO WEDGE CARS NO EXCEPTIONS.

11. Expanded metal OR 1/8" CUTOUT PLATE at core support for radiator protection is permitted. Either one may only be attached with 8-3/8" bolts or 8-1" welds. NO Partial or full radiator protectors. **THIS IS THE ONLY THING THAT CAN BE IN FRONT OF CORE SUPPORT.**

12. No wedging

13. Speaker Deck may be removed or beat down. No re-welding of the speaker deck in new locations. HOWEVER TRUNK MAY BE WELDED TO THE FLOOR WHERE SPEAKER DECK WAS FORMERLY LOCATED

14. Roof sign Mandatory for Identification

15. no additional nine wire, banding, chain or cord allowed other than specified.

REAR QUARTER PANELS MUST REMAIN UPRIGHT

16. FRONT FENDERS MAY ONLY BE REATTACHED TO CAR WITH THE FACTORY BOLTS IN THE FACTORY LOCATIONS AND THE FACTORY MANNER WITH NO BIGGER THAN A STANDARD 3/8" WASHER ON THE BOLT OR A 1" WELD WHERE THE BOLT WOULD HAVE BEEN. ANY EXTRA BOLTS OR WELDS WILL BE REMOVED COMPLETELY

17. ANY BODY SEAM WELDS WILL BE CUT ALL THE WAY THROUGH THE SEAM NOT GROUND OUT OR BLOWN OFF THE SEAM BUT YOU WILL CUT, WITH A TORCH, THROUGH THE SEAMS THAT ARE WELDED THE WHOLE LENGTH OF THE WELD MEANING NO WE WILL NOT WORK WITH YOU ON THIS AT ALL UNLESS SOMETHING WAS RIPPED APART AND YOU CALLED JACOB GILLIAM FOR CLARIFICATION ON HOW TO FIX IT

18. WHEN YOU CUT FIRE WALL OUT FOR DISTRIBUTOR, YOU MAY CLOSE THE SIDES OF THE CUT OUT BACK IN WITH N O THICKER THAN 1/8" MATERIAL. THESE MAY WELD TO FRONT SIDE OF DASH BAR ONLY. A MAXIMUM OF 3" MAY WELD TO DASH BAR

Body mounts must be utilized in factory locations. 3 inch maximum washers. Body bolts may only pass through top side of frame AND ARE LIMITED TO A MAX OF 8" LONG

### **CAGE**

FOR DRIVERS PROTECTION A ¼" PLATE MAY RUN FROM SIDE BAR TO ROCKER AND MAY BE WELDED TO ROCKER BUT CANNOT GO THROUGH ROCKER. THIS PLATE MUST BE BETWEEN A POST AND B POST AND CANNOT BE WITHIN 10" OF DASH BAR.

1. Four point INTERIOR COCKPIT "floating cage" Dash bar, rear seat bar two side rails. In addition to side rails a center bar from rear bar to dash bar. This is an internal cockpit CAGE door skin to door skin and firewall to packing tray is considered the internal cockpit

2. Dash bar must remain 5" from firewall, side bars may not extend past the firewall in the front and the wheel tub in the rear side bars may not be attached to the firewall or the wheel tub but may touch both, no cage

components may be past the dash bar with the exception of the side bars. Side bars cannot be angled or turned in, must remain straight. All cage components must remain 5" off of the floor (this includes the transmission tunnel) with the only exception being down bars and tank protector

REAR SEAT BAR CANNOT EXCEED WHERE THE REAR KICK PANEL IS LOCATED

3. Cage may be gusseted at corners. IF SUSPENDING EQUIPMENT OFF OF CAGE THERE MUST BE A 3" GAP TO SHEET METAL.

4. Each car may have two vertical down bars they must be behind the dash bar and may only

attach to the side bars and extend straight down to top of frame. Down bar cannot be tied into body mount in any fashion. Down bar must follow all other cage rules. DOWN BARS AND ALL CAGE MATERIAL MUST REMAIN WITHIN THE INTERNAL COCKPIT OF VEHICLE

**DOWN BARS MUST RUN STRAIGHT UP AND DOWN AND PERPENDICULAR IN CORRELATION WITH ROCKER PANEL. NO ANGLING OF DOWN LEGS.**

5. A gas tank protector is permitted. No Wider than 32". Gas tank protectors may be tight to the floor and have two ½" bolts through the packing tray. Tank protector must be centered in the car.

**ON PACKING TRAY CARS THE GAS TANK PROTECTOR CANNOT EXCEED PAST THE FRONT OF THE SPEAKER DECK OR WHERE THE SPEAKER DECK WAS LOCATED. Wagons gas tank protectors must stop in front of the rear axle.**

Cars without a packing tray may have a single piece of 2"x2" tubing going straight back to the front of the hump on each side. Floor sheet metal must remain in between the 2"x2" and the frame no welding or bolting of these pieces. No more than a 6" long gusset 2"x2" to gusset these pieces

6. Gas tank protectors may have two diagonal rails to halo or rear seat bar BELOW ROOF LINE. **GAS TANK PROTECTORS MAY HAVE ONE STRAIGHT SINGLE PIECE OF 2"X2" TUBING GUSSETTED TO REAR WINDOW BAR. THIS GUSSET MAY ONLY ATTACH TO THE REAR WINDOW BAR AND THE TANK PROTECTOR IT MAY NOT HAVE ANYTHING ELSE ATTACHED TO IT.**

7. Halo bars recommended. Halo may be bolted to the roof IN 4 SPOTS 1/2" BOLT PER SPOT. HALO BARS MUST COME OFF OF THE REAR SEAT BAR OR THE SIDE BARS. A MAX OF 6" MATERIAL FOR HALO BAR. HALO TAILS TO BOLT ROOF ARE LIMITED TO 10" MAX LENGTH AND 2"X2" TUBING

8. From halo bar a front bar may be used and can connect to the dash bar and be welded.

Front

bar may be bolted to roof in two spots. Front window bar can attach to cowl or dash bar but cannot be in front of dash bar

9. Rear window bar. Limit of 2"x2"x1/4" SQUARE STOCK from halo to speaker deck with a 5"x5" flat plate on both ends bottom plate must coincide with the 5 on 5 off rule. THIS 5X5 PLATE MUST BE POSITIONED WHERE THE FACTORY TRUNK/ SPEAKER DECK SEAM.

10. MAXIMUM DIAMETER OF CAGE MATERIAL IS 6" (EXCLUDING WINDOW BARS)

### **Radiators**

OEM or Aluminum Rads permitted. No water boxes. You may loop hoses and choose to run without a radiator. However, the piece between the hoses cannot exceed 10".

ABSOLUTELY NO MOUNTING OF RADIATOR ANYWHERE OTHER THAN UNDER THE HOOD IN CORE SUPPORT LOCATION.

NO PASSENGERS

For your convenience and ours, please remain within rules. These rules are set to allow for some creativity but not to be abused. CALL FIRST. If it does not say directly you can do it, It is NOT PERMITTED.

ABSOLUTELY NO PLASTIC FUEL CELLS. ABSOLUTELY NO OEM OR

OEM REPLACEMENT TANKS. MUST BE AN AFTERMARKET PRESSURE TESTED TANK.

If you have questions or concerns please call first. 2 attempts only.

All cars will be on a level playing field. Good luck!

RULES QUESTIONS AND INTERPRETATIONS CALL/TEXT DEVIN SCHMIDT (484-705-3522)

OR JEREMY TILLOTSON (570-532-8337)

**QUALIFYING:** TBD (Depends on car count. Will be decided on race day. Generally, if we have more than 30 cars we will run heats.)

**CASH PAYOUTS GUARANTEED:**

Qualifiers: TBD (depends on car count but heats WILL BE paid out)

**WINNER \$10,000 | RUNNER UP \$2,000 | 3<sup>RD</sup> PLACE \$1,000**

ALL CARS (in the main event) THAT DON'T PLACE: \$50 TOW MONEY

Payouts will be made in cash in the Main Office after the event.

Revised 11/11/23