Full Size Division

TYPE OF CAR

1. Any American made stock; hardtop automobile or station wagon not listed within this rule is allowed. No Pre-1974 Chrysler Imperials, 1971 through 1976 (Round backs) full sized GM wagons, trucks (including El Camino's and Ranchero's), convertibles, jeeps, hearses, limousines, ambulances or sedagons**.**

2. The definition of stock as we consider it is as follows: Modification of a vehicles body, frame or bumpers, by adding steel, pipe or other foreign materials to the car to assure greater strength is not permitted, except, that which is listed and permitted within these rules. If it doesn't say you can do it, don't do it. CALL AND INQUIRE.

MANDATORY PREPARATION OF CAR

(REMOVE THE FOLLOWING ITEMS BEFORE ARRIVING AT THE BACK GATE!)

3. All glass must be removed from the car. That means **ALL GLASS! <u>This includes Fiberglass</u>**.

   (A) Windshields

   (B) Rear-window

   (C) Side-windows

   (D) Mirrors

   (E) Headlights

   (F) Tail- lights, bulbs and lenses

   (G) Turning lights, bulbs and lenses

   (H) Back-up lights, bulbs and lenses

   (I) Items e through h includes all brackets and mounting assemblies that hold these lights in place

4. All chrome molding strips and molding clips must be removed for the car. This includes, the:
   (a) Hood
   (b) Fenders
   (c) Sides of vehicle
   (d) Trunk lid

5. The following items must be removed from the passenger compartment and trunk area:
   (a) The rear seat
   (b) The headliner
   (c) All inside door panels
   (d) All carpeting and padding

6. All taillight and gauge wires must be cut or removed. Removal is recommended.

7. The original gas tank must be removed and a **six (6) gallon maximum capacity tank** must be securely fastened in front of the rear axle, inside the car. It must not leak and must be properly ventilated. **<u>NO EXCEPTIONS!</u>** (Metal boat tanks are highly recommended**.** If a plastic tank is to be used, it must be set inside a metal box with a lid on the box. The minimum size of material to be used on this box is 1/8 in. steel and this box must be securely fastened to the floor). The only types of fuel allowed are: regular, unleaded, diesel and aviation fuel. **<u>NO EXOTIC FUELS</u>**!

8. <u>Batteries must be moved to the passenger side-front floor and contained in a box or container securely fastened and covered.</u>
   (A) Any and all batteries are allowed.
   (B) A white rag is required to be tied to the ground cable on the battery.
   (C) The box or container housing the battery or batteries must be the approximate size of the battery or batteries being used. These boxes or containers may not be placed or located as to strategically reinforce the passenger-side door.

9. All trailer hitches and braces must be removed.

10. Auxiliary water systems are not allowed. The original or an automobile radiator must be left in it's upright, original location. No extra bracing will be allowed.

11. Anytime chain links are welded together it will then be considered strapping.

* **12.** ***Distributor protectors and pulley protectors are <u>NOT ALLOWED</u>.***

ADDITIONAL RULES AND PREPARATION

FRAMES

13. No Imperial frames and sub-frames will be allowed.

14. Fresh Paint or Undercoating on the frame rails will not allowed.

15. Frame Welding:

(A) The cars body and bumper brackets may be welded to the frame, as long as no foreign material other than welding rod or welding wire is to be used.

(1) The practice of using filler rod between the body and frame will not be allowed!!!

(2) Body bolts may be changed and body mount bushings may be removed.

(B) The practice of cross hatch welding to the frame rails and welding factory holes in the frame shut will not be allowed.

(C) Re-welding factory welds on a cars frame will be allowed.

(D) Home made motor mounts, transmission mounts, and rear-end mounts will be allowed to be welded to the frame. These new mounts may not be strategically placed as to strength the frame.

(1) You may attach a strap on all four corners of engine going down to the frame, this strap may be welded directly to the top or side of the frame only, not to exceed 3/8" thick by 2" wide strap. The straps on the front of the motor cannot extend on the frame any more than 2" past the front of the head and cannot extend backwards at all. The straps on the rear of the motor cannot extend back on the frame any more than 2" past the back of the head and cannot extend forward at all. These straps can be connected from front to back, but the connection piece must be at least 4" above the frame and not to interfere with the A-Arm. Motor cradles are ok and can be welded to the cross member. **<u>This Rule will be Enforced.</u>**

(E) Welding to a frame rail for purpose of repairing a cracked or broken frame rail will be Allowed.

(1) Each frame rail may be repaired in a maximum of two (2) locations only.
(a) One repair may be made in front of the firewall and one repair may be made behind the firewall, only if they are needed.
(b) A frame rail location repaired, maybe repaired on one (1) side only.

(2) The maximum size of material allowed to repair the damaged area will not exceed 1/8" plate and must not exceed 4" on either side of the damaged area.
(a) This 1/8" plate, if used, must extend 1/2" beyond the bottom edge of the frame rail, for inspection measurement purposes.

TRUNKS

16. All trunk lids must be welded, bolted, strapped, chained, or wired shut. **ONLY ONE APPLICATION MAYBE USED.**

(A) If welded: The entire trunk lid may be welded and filler rod may be used in the gaps to achieve a bead. The filler rod must set flush with the trunk lid and fender within the gap or as close as possible before welding. You may not, set an over sized piece of filler rod on a gap and weld it. Then expect it to be considered filler rod!!

or

You may use a small, narrow metal strap to cover the gap (just wide enough to cover the gap) and weld on both sides of the strap. This strap must not exceed 1/8" thickness and is to be used on the trunk lid only.

(B) If bolted: It may not be bolted in more than four (4) locations and the maximum size of material to be used, will not exceed:

(1) A piece of angle iron welded to the fender and another piece of angle iron welded to the trunk lid, with the two pieces of angle iron splitting the seam may not have more than two bolts through each set of angle irons. These pieces of angle iron will not exceed 1" x 1" x 1/8" - 6" long in four (4) locations with no more than two on each side of the trunk lid.

(a). Exception: If screws or small bolts, (not exceeding 3/8" in diameter) are used around the outside edges of the trunk lid, sheet metal to sheet metal (more than four may be used) then the hood will then be considered welded.

(C) If strapped: It maybe strapped from the trunk lid to the rear bumper in only two (2) locations and the maximum size of material to be used will not exceed: 2" wide, 3/8" thick.

(1) The length of these straps must not exceed more than six inches (6") on the trunk lid, and extend to the bottom of the bumper to be attached. **This strapping may not be attached to the cars frame.**

(a) This strapping may not be attached to the cars frame.

(b) More than 6", dependent upon certain situations, and the car, will be at the Judge's discretion.

(D) If chained: The trunk lid may be chained in up to eight (8) total locations. Two (2) per side of the trunk lid edge will be allowed.

(1) No more than two (2) single strand wraps per chained location, will be allowed.

(2) Six (6) chained locations must be sheet metal to sheet metal only.

(3) The edge nearest the rear bumper may be wrapped from the bumper to the trunk lid. If the chain links to the bumper are welded, the chains will then be considered strapping.

(E) If Wired: The trunk lid may be wired in up to eight (8) locations. Two (2) per side with no more than three (3) single strand wraps per wired location, will be allowed. These wired locations must be sheet metal to sheet metal only.

17. All trunk lids may have ready rod from the frame to the top of the trunk lid, only two per frame rail will be allowed. (This is in addition to rule # 15).
    (A) These ready rods must extend perpendicular from the frame rails through the trunk lid.
    (B) Maximum size of ready rod to be used will not exceed: 1" in diameter.
    (C) Washer plate size must not exceed ***5" x 5"x 1/4" square or 6" x 1/4" round.***

18. The practice of wedging a trunk will not be allowed.

    (A) This rule pertains to cars that have had their trunks and quarter panels originally altered when they were first used as a demolition derby car by cutting the quarter panels and overlapping them to create a wedge.
        (1) Previously used cars that have trunk damage, to the point that a loader has to be used to smash down the trunk is not considered wedging a trunk.
    (B) Trunk lids may be tucked in side the trunk cavity and welded to the trunk floor. 50% of the trunk lid must be in its original location. You may form or pre-bend trunk lid. You may cut the trunk lid to shape it, but you may not re-weld any part of it back together. Quarter panels must remain in there stock location and may not be folded over onto the trunk lid.

STATION WAGON TAILGATES

19. All station wagon tailgates must be welded, bolted, strapped, chained, or wired shut. **ONLY TWO (2) OF THE FOLLOWING APPLICATIONS MAY BE USED AT ONE TIME.**
    (A) If welded: The entire tailgate may be welded and filler rod may be used in the gaps to achieve a bead. The filler rod must set flush with the tailgate and fender, within the gap, or as close as possible, before welding. You may not, set an over sized piece of rod on a gap and weld it, then expect it to be considered filler rod!!

    or

    You may use a small, narrow metal strap to cover the gap (just wide enough to cover the gap) and weld on both sides of the strap. This strap must not exceed 1/8"thickness and is to be used on the tailgate only.

    (B) If bolted: It may not be bolted in more than four (4) locations and the maximum size of material to be used, will not exceed:
        (1) Maximum size of bolts to be used will not exceed: 1" in diameter.
            (a). Exception: If screws or small bolts, (not exceeding 3/8" in diameter) are used around the outside edges of the tail gate, sheet metal to sheet metal (more than four may be used) then the hood will then be considered welded.
        (2) A piece of angle iron welded to the tail gate and another piece of angle iron welded to the cars body, with the two pieces of angle iron splitting the seam may not have more than two bolts through each set of angle irons. These pieces of angle iron will not exceed 1" x 1" x 1/8" - 6" long in four (4) locations with no more than two on each side of the tailgate.

    (C) If strapped: It maybe strapped from the tailgate to the rear bumper in only two (2) locations and the maximum size of material to be used will not exceed: 2" wide, 3/8" thick.
        (1) These straps may extend from the top of the tailgate to the bottom of the bumper to be attached and may not be attached to the cars frame.

(D) If chained: The tailgate may be chained in up to six (6) total locations. Two (2) per side of the tailgate and two (2) at the bottom of the tailgate will be allowed.
(1) No more than two (2) single strand wraps per chained location, will be wide, 3/8" thick.
(2) The four (4) side locations must be sheet metal to sheet metal only.
(3) The edge nearest the rear bumper may be wrapped from the bumper to the tailgate. If the chain links to the bumper are welded, the chains will then be considered strapping.
(4) No chain will be allowed from the top of the tailgate to the roof

(E) If Wired: The tailgate may be wired in up to eight (8) locations. Two (2) per side with no more than three (3) single strand wraps per wired location, will be allowed. These wired locations must be sheet metal to sheet metal only.

HOODS

20. All hoods must be left in their original stock location.

21. All hoods must be bolted, chained, or wired shut. **NO WELDED HOODS!!!** **<u>No part of the hood may be welded to the rest of the body. Any cars hoods previously welded, must have all the welds completely cut off.</u>**

(A) If bolted: It may not be bolted in more than six (6) locations. These locations will be determined and allowed as follows: one (1) on each corner of the hood and one (1) located one half the distance or centered between the two corners on each side of the hood. They must be perpendicular to the frame. Maximum size of material allowed, will not exceed:
(1) 1" in diameter (example) 1" ready rod. These may be welded to the cars frame**.**
(a) Only the four corner bolts may be welded to the frame and these may not be strategically placed as to strength the frame, the remaining two center locations must be sheet metal to sheet metal.
(2) Washer plate size must not exceed 5" x 5"x 1/4" square or 6"x 1/4" round.
(3) No bolting material will be allowed to be placed directly in front of the radiator for the purpose of protecting the radiator.
(4) A piece of angle iron welded to the fender and another piece of angle iron welded to the hood, with the two pieces of angle iron splitting the seam may not have more than two bolts through each set of angle irons. These pieces of angle iron will not exceed 1" x 1" x 1/8" - 6" long in six (6) locations with no more than three on each side of the hood.

(B) If chained: No more than two (2) single strand wraps will be allowed from the bumper to the hood. If the chain links are welded, then the chains, will then be considered strapping.
(1) <u>Chains will not be allowed to be placed directly in front of the radiator for the purpose of protecting the radiator</u>. Chains must be located to the outside edges of the radiator.

(C) If Wired: The hood may be wired in up to eight (8) locations with no more than three (3) single strand wraps per wired location, will be allowed. These wired locations must be sheet metal to sheet metal only.

(D) If combinations of applications A thru C are to be used, then the hood may be secured in only six (6) total locations.

22. All hoods:
    (A) Will have to be raised prior to and during the car inspection process at the back gate, prior to being allowed through the back gate, into the pit area.

    (B) Will have to have (2) fire extinguisher holes in the hood, one on each side of the carburetor a minimum size of 6" in diameter. These holes may be larger if desired.

    (C) When cutting a hole in the hood, the sheet metal from this hole may be:
        (1) Remove completely.
        (2) Folded over and welded or bolted back to the top of the hood with no larger than 3/8" bolts and 1.25" diameter washer.
            (a) This sheet metal must not exceed the outside edge of the hood.
            (b) This sheet metal may not be rolled to create additional layers prior to welding back to the hood.
        (3) Folded to the underneath side of the hood.
            (a) This sheet metal may not be rolled to create additional layers prior to welding back to the hood.

    (D) <u>NO EXCEPTIONS</u> to rule 22(A), 22(B) or 22(C). This rule **<u>WILL BE ENFORCED!</u>**

23. All hoods may be strapped from the hood or the radiator core support to the front bumper in only wo (2) locations and the maximum size of material to be used will not exceed: 2" wide, 3/8" thick. This is in addition to Rule # 21.

    (A) Methods for attaching these straps.
        (1) Strap may be welded from the bottom of the bumper and directly to the top of the radiator core support underneath the hood allowing the hood to be raised.

        (2) Strap may only be welded on one end, to the bumper end or the to the hood end and then the other end must be bolted. This allows the hood to be opened for inspection.
            (a) Two (2) bolts per strap, 3/4" diameter maximum allowed on the bolted end.

        (3) Strap may be welded on both ends, from the bottom of the bumper and to the hood. If this method is to be used then the strap must be cut and overlapped and bolted together. Allowing the hood to be raised.
            (a) Straps may be overlapped a maximum of 2 1/2 inches above the top of the bumper or 2 1/2 inches below the edge of the hood. This allows the hood to be opened for inspection. Two (2) bolts per strap, 3/4" diameter maximum allowed on the overlap.

        (4) Both ends of the strap may be bolted.
            (a) The length of these straps will not exceed more than six inches (6") on the hood to the bottom of the bumper to be attached.
                (1) Two (2) bolts per strap end, 3/4" diameter maximum allowed.

        (5) This strapping may not be attached to the cars frame.
            (a) The length of these straps will not exceed more than six inches (6") on the hood to the bottom of the bumper when using methods # (2), # (3) or # (4).
                (1) More than 6", dependent upon certain situations, and the car, will be at the judge's discretion.

    (B) No strapping material will be allowed to be placed directly in front of the radiator for the purpose of protecting the radiator. Straps must be located to the outside edges of the radiator.

DOORS

24. All doors must be welded, strapped or chained shut. Tops of the doors may be pinched together and welded but do not add any filler material.

    (A) If welded: The entire door may be welded, inside and outside, and filler rod may be used in the gaps to achieve a bead. The filler rod must set flush with the doors within the gap or as close as possible before welding. You may not, set an over sized piece of filler rod on the gap and weld it. Then expect it to be considered filler rod!!

    or

    You may use a metal strap to cover the gap and weld on both sides of the strap. This strap must not exceed 3" x 1/8" thick.

25. The driver's doors may be reinforced on outside of the car.

    (A) The door may have a bar or pipe attached on the outside and it must not extend more than 12" (twelve inches) on either side of the door seems. These pipes and bars must be cut at 45- degree angles on their ends to prevent being hooked by another car. Any outside reinforcement that is ripped off resulting in the door skin being ripped off will be immediately black flagged from that heat.

    (B) If plated. Plating must no extend more than 6" (six) beyond the door seams.

PASSENGER COMPARTMENT

26. The driver's door may be reinforced on the inside of the car and padded if DESIRED.

27. A dash bar may be located in front of the driver. This bar may extend from driver's side door to passenger side door across the firewall. It must be horizontal to the floor.

28. **ALL CARS** may have a bar on the inside behind the drivers seat, from center doorpost to center doorpost or from passenger side center post to driver side frame. If location of drivers the seat does not allow the bar to travel in line with the doorposts, and then the bar may be positioned to not exceed 10" (ten inches) behind the drivers seat.

29. **ALL CARS** may have one bar on the inside across the passenger door.

30. **ALL CARS** may have a roll bar, halo bar, and/or a cage, but they must be built within the parameters of rules, # 26, # 27, # 28and # 29.
    (A) Vertical down legs may be added (welded or bolted) to the floor sheet metal only and they may not conceal the body mounts. If inspectors feel your uprights are working as a kicker, you will be told to cut them. NO cage components may be connected to or welded to the cars frame, except that part of Rule # 28.

31. For safety, all cars must have a maximum two (2) vertical front windshield bars extending from the roof of the car to the firewall, straps cannot be any larger than 3/8"x 3". No more than 6" of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. These straps may be welded or bolted.
    (A) Do not connect the windshield bars to the dash safety bar in any manner.

32. Factory seams inside the passenger compartment may be re-welded, if desired.

33. Absolutely no other re-enforcement will be allowed to the interior of the car, to re-enforce the interior or to re-enforce the frame. (i.e.)
    (A) The floor pans
    (B) The rear speaker deck, above the rear seat.
    (C) The firewall, but, any hole in the firewall may be closed, using material the same thickness or thinner. This material may be bolted or welded.
    (D) **NO EXCEPTIONS!!!**

34. Station Wagon rear decking may be welded down, but must have 12" X 12" access hole cut out in the decking or the floor pan for inspection purposes.

RIMS & TIRES

35. Maximum size of rims or wheels allowed will not exceed 15 inch.
    (A) No split rims allowed.
    (B) All wheel weighs must be removed from the rims.
    (C) Tires may be screwed to the rims.
    (D) No reinforcement of the rim or wheel will be allowed.
    (E) Exceptions:
        (1) Valve stem protectors will be allowed.

36. There is no size restriction on tires or tire size except that which is listed below at this time.
    (A) Foam filled, water filled or doubled tires are allowed.
    (B) Flappers are allowed.
    (C) Exceptions:
        (1) No studded tires.
        (2) The practice of applying grease to the sidewalls of tires will not be allowed.

SUSPENSIONS

37. **NO MODIFICATION** to the front and rear suspensions are allowed and they must remain at stock height:
    (A) Tie rods, A-arms and Ball joints must remain stock.
    (B) All shackles lift kits and blocks must be removed.
    (C) No welded or modified shocks**.**
    (D) All air shock lines must be cut.
    (E) Only OEM automobile leaf springs will be allowed. NO truck leafs allowed.

        (1) Seven (7) is the maximum total number of leaf springs allowed per side of car and the maximum thickness is not to exceed 3/8' thick.

        (2) Only one main leaf spring will be allowed on each leaf package or stack. No other leaf may be as long as the main leaf. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. Maximum width of leaf springs allowed will be 2 ½ inches wide.

    (F) No more than a total (12) leaf spring clips will be allowed on a car.
        (1) You may re-clamp springs, six (6) clamps per side, three (3) in front of the differential and three (3) behind the rear differential, with only four (4) being homemade. Homemade clamps can't exceed 2x4x1/4".

(G) The rear differential must sit on top of the leaf springs and you may weld leaf spring mounting brackets to prevent them from becoming unbolted.

(H) You may change coil springs to a stiffer spring, you may double the rear springs (they may be tied together in no more than two spots, (do not weld them together, or put spacers in sagging coil springs to get your height), do not raise the suspension any other way except what is listed above.

(I) Rear differential control arms may be reinforced. If you reinforce your control arms, you must build them starting with a stock set. They may be shortened or made be longer.

(J) Exceptions:

(1) Chain will be allowed to make repairs if and only if a ball joint has been broken.

(2) You will be allowed to chain or wire the rear differential to the frame. You may loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear differential to each frame rail in 2 spots, one in front and one behind the rear of the differential. These must go around frame, do not bolt the chain to the frame. You may however weld the chain to the inside of the frame. Weld one link only to the inside of the frame rail if you choose to weld the chain instead of wrapping it around the frame.

(a) Do not pass this wire or chain through the trunk, except on unibody models, as this would be considered another body mount, these loops must go under trunk floor.

(3) Any car with a rear coil spring suspension may be converted to a leaf spring suspension. This conversion must be a clean conversion with minimum amount of alteration to the cars frame. The original frame must be used. Changing frames will not be allowed.

BUMPERS

***** 38. Any car having it's stock bumper replaced, will be replaced with an **automobile or *LT truck* bumper only**. NO heavy-duty truck or bus bumpers will be allowed. 5 MPH or shock bumpers are allowed on any car.

(A) All bumpers must be in their stock location on the car, for which car they are on.

(B) Bumpers may be flipped upside down if desired.

39. All non-stock or replacement bumpers must not exceed the width of the car.

(A) Any bumper exceeding the width of the car must be cut to the width of that car, on the ends and not cut in the middle, with the two pieces over lapped and welded together.

(B) Bumpers must not be altered. Bumpers may not be cut and pieced together.

40. Bumpers may be welded to the bumper brackets and braces or the 5 MPH shock system. The bumper brackets and braces or the 5 MPH shock system, then may also be welded to the cars frame. All 5 MPH shock systems may be extended or compressed, if desired.

(A) All bumpers must have Brackets and braces, the 5 MPH shock system or the homemade version listed below mounted to them.

(B) Only one of the above listed applications may be used.
(1) No enclosing or boxing frames with bumper brackets or foreign material.

(C) Bumpers may be welded directly to the cars frame horn.
(1) No add foreign material may be used when welding to the frame horn.

(D) When any 5 MPH or shock bumper is used as a replacement bumper, then the shock system must be attached to the car at the frame horns only, and **no other braces or brackets will be allowed.**

(E) Only, two (2), two (2) inch diameter hollow pipes, fifteen (15) inches long, with five (5) inches of each pipe welded parallel to each frame horn, where the original bumper brackets or shock systems were mounted, on the outside of each frame rail will be allowed as a replacement for bumper brackets or a shock system. If this application is to be used as a replacement of brackets or shocks, **no other braces or brackets will be allowed.**

41. Chain may be welded from the bumper to the frame in (2) two locations only, one to each frame horn to prevent bumper from falling off. Maximum size of chain allowed is 3/8".

42. Front and rear bumper height will not exceed a maximum of 24 inches on level ground to the bottom edge of the bumper.

OTHER ALLOWED PREPARATION

43. A car may have the engines, rear-ends and transmissions swapped, **i.e.**. (Chevrolet in Chrysler, Chrysler in Ford etc.)
(A) They must be left in the cars original, stock location.

(B) You must run the transmission cross member in the stock location. The transmission cross member is the only method by which the transmission may be tied in. Do not attach transmission to dash bar or any other point in the car other than the cross member. If you choose to run an engine mid-plate this can only be attached to the frame by using the straps on the back of the motor.

(C) Alteration of a drive shaft is allowed.

(D) You may tilt rear differential if you desire.

* (E) NO ***heavy-duty*** truck rear-ends or ***hybrid rear-ends*** allowed**.**
(1) Only five lug axles and automobile axles will be allowed.
(2) No additional rear end bracing.

(F) **NO EXCEPTIONS** to this rule!

44. Alteration of a steering column is allowed to prevent loss of steering.

45. Non-stock items: electric fuel pumps, electric fans, headers and transmission coolers are allowed. If you are running an electric fuel pump, it must be hooked up to your ignition switch, so when your car shuts off so does the fuel pump.

46. Fender wells may be cut out for clearance if desired. The rear quarters may be bolted or welded.

PREPARATION THAT IS RECOMMENDED BUT NOT MANDATORY

47. Removal of entire front dash and removal of all non-essential electrical wiring.

48. Factory items: heating and air conditioning systems that are not needed may be removed.

49. All engines should be clean and grease free.

BODY REPAIR

50. When repairing damaged cars: no material stronger than what you are repairing or replacing is to be used. Cuts and rips to sheet metal may be pulled out and welded back together without adding any additional material.
    (A) Quarter Panels
        (1) The practice of using patches on quarter panels for purpose of repairing will not be allowed.

        (2) The practice of reskinning, a quarter panel, (welding another layer of sheet metal over an existing layer) where there is a hole or a cut in a quarter panel, <u>WILL NOT BE ALLOWED</u>.

        (3) If quarter panels are to be repaired, they must be repaired the same way a body shop would repair them. Cut the damaged area out and replace the area that was cut out.

    (B) Fenders
        (1) The practice of using patches on a fender for purpose of repairing will not be allowed.

        (2) The practice of reskinning, a fender, (welding another layer of sheet metal over an existing layer) where there is a hole or a cut in a fender, <u>WILL NOT BE ALLOWED</u>.

        (3) If fenders are to be repaired, they must be repaired the same way a body shop would repair them. If a fender requires more repair than welding rips and cuts back together then, they may be replaced if so desired.

    (C) Hoods and trunk decks, and tailgates.
        (1) Absolutely no patches will be allowed to be used to repair hoods and trunk decks, and tailgates. Pull out the cuts and rips and weld them, to repair, or replace them.

    (D) Exceptions:
        (1) The practice of patching a door will still be allowed. PATCH THE HOLE OR CUT WITH NO MORE MATERIAL THAN IS ABSOLUTELY NECESSARY!

        (2) Any material used for used for # 50 (A), (B) and (C) must be from a donor automobile. **<u>NO VIRGIN STEEL WILL BE ALLOWED</u>!!!!!**

WARNING

51. If a car is found to have more than one skin, the **car will be disqualified!** If a car is disqualified at the back gate during pre-derby inspections there will be **NO REFUND OF THE ENTRY FEE**. If a car is disqualified during, or after the derby and that car has won some money, that particular car **will have forfeited all winnings**.

52. Any car, having passed the pre-derby inspections, allowed to enter the pit area and then later finding it to have been illegally altered will **be disqualified!** Any money that might have already been won, by that particular car, will **be forfeited!**
    (A) Any money forfeited, will be redistributed. All purse money advertised will be awarded.

CAR IDENTIFICATION

53. Cars will be numbered and sponsors names put on it if desired. The use of numbers only will be allowed to identify a car, no letters will be allowed. Any letter behind a number will not be recognized. Any number between 0 and 999 may be used. All other numbers must be cleared prior to the derby. If a particular number is desired, be the first one to register that number. Numbers must be placed on both front doors, DRIVERS and PASSENGERS. The numbers must be a minimum height of 16" tall and a contrasting color to the color of the car, (i.e. light colored numbers on a dark colored cars and dark numbers on a light-colored car).

54. Cars must have a roof top number sign with the drivers registered number on both sides of the sign and installed securely. **This will be enforced.**

    (A) Signs must be a minimum size of 16" X 16" and securely attached.

    (B) Numbers must be a minimum of 12" high and 2" wide. The numbers must be side by side, not vertical or at an angle.

    (C) **Black numbers on white background or white numbers on black back ground.**

    (D) The size of the sign can be the minimum for just placing the car number on it or larger if you wish, for advertising purposes.

    (F) Sign must be visible to read when standing on either side of the car.