

NORTHERN CALIFORNIA STATE CHAMPIONSHIP DESTRUCTION DERBY

SUNDAY JULY 22nd, 2018

Tehama District Fairgrounds Red Bluff, CA

START TIME - 7:00 PM

STOCKER VEHICLE EVENT

\$3550.00 TOTAL PURSE + "BIG TROPHIES"

Trophies to the first place winners of each heat plus top five placements in the main event. A trophy and \$100.00 to the "Best Looking Car" (Full Size Car Only) **Cars will be judged by the crowd.**

First Heat	Second Heat	Third Heat
1 st -----\$100	1 st -----\$100	1 st -----\$100

Top 5 cars from each heat and consolation main will transfer to the Main Event. Heats limited to 5 minutes.

STOCKER MAIN EVENT PAYOUT

1st place --- \$2000 plus trophy plus FREE entry fee for 2018 derby			
2 nd	3 rd	4 th	5 th
\$600 + trophy	\$300 + trophy	\$200 + trophy	\$150 + trophy

Top 5 cars must remain in the arena after the main event, and must pass tech before payouts. PROGRAM and payout IS SUBJECT TO CHANGE DEPENDING ON THE NUMBER OF CARS

Please read all rules carefully and completely: Pre-Entry fee of \$45.00 per car. (Includes Driver). Please mail all pre-entries to Tehama District Fairgrounds, PO Box 70, Red Bluff CA 96080 by July 20th, 2018. All entries received after July 18, 2018 will be \$65.00 and accepted at the pit gate on July 22, 2018. Pre-registration is advised. Fee for PIT ENTRY ONLY: \$25.00 Each

(NO REFUNDS ONCE YOU HAVE BEEN THROUGH TECH, WHETHER YOU PASSED OR NOT)

ALL Drivers and Pit Crew MUST be 16 years of age or older.

Drivers and pit crew UNDER OF 18 MUST HAVE A NOTARIZED MINORS RELEASE

****No one under the age of 16 allowed in pit area****

ANY OR ALL ENTRIES MAY BE REFUSED AT THE DISCRETION OF DERBY OFFICIALS FOR ANY JUST REASON PRIOR TO, OR DURING THE EVENT. NO EXCEPTIONS!

For any questions regarding the rules or entry into the Destruction Derby you may contact;

Ali Abbassi at (530) 567-5286 ----- Email: aliabbassi97@gmail.com

Dan Case (530) 840-6202 ----- Email: acdc8527@gmail.com

Please do not

contact any of the tech officials or the fairgrounds as they are not authorized to visit with you and cannot pre-inspect your car or give you direction in any way at any time prior to the derby.

All forms and information is available at <http://www.tehamadistrictfair.com>

DRIVER RULES

YOU MAY BE REFUSED THE RIGHT TO RACE BY AN OFFICIAL FOR ANY JUST REASON OFFICIALS DECISIONS ARE FINAL!

1. VEHICLES AND DRIVERS MUST BE SIGNED INTO THE PIT AREA (2) HOURS BEFORE THE DERBY STARTS. FINAL TECH INSPECTIONS MUST BE COMPLETED (1) HOUR BEFORE THE START TIME. NOT COMPLYING WITH THIS RULE MAY CAUSE YOU TO BE DISQUALIFIED FROM THE EVENT. NO CARS WILL BE INSPECTED AFTER THE ALLOTTED TIME OR THE DERBY HAS STARTED. (OFFICIALS DISCRETION)
2. **PIT PASSES/WRISTBANDS MUST BE WORN AND VISIBLE AT ALL TIMES.** ANYONE ENTRING THE PIT AREA MUST DISPLAY PIT PASS AND MUST SIGN WAIVER OF LIABILITY. NO PIT CREW OR FAMILY MEMBER IS ALLOWED IN THE ARENA AT ANY TIME. Pit crew and family members must stay in designated areas, (pit area or grandstand) and must not communicate with officials or drivers during the running of the events. (Car may be disqualified for violating).
3. Only officials and derby drivers are allowed in the arena area before, during and after the heats and main event.
NO PIT CREW ALLOWED (Car may be disqualified for violating)
4. THE DRIVER IS RESPONSIBLE FOR HIS/HER PIT CREWS ACTIONS. One person affects the entire team. Violations of any/all rules can result in the driver and pit crew being banned from the area for the entire derby.
5. **Protest Rule:** Any registered driver or owner can and may protest another car in the same division, by placing a \$150 claim to have the protested car inspected in a specific area; Frame, suspension and drive train. The claim must be made no later than 5 minutes after the main event. If the protested car is found illegal, it is disqualified completely from the event and stripped of all placement and prizes. If the car is found legal, \$50 of the protest money will go to the protested car for repairs that may need to be made as a result of the inspection. All protests should be handled between the derby drivers and officials ONLY.
6. No fighting allowed in the pit area or arena. **No profanity or attack on any official will be allowed.** VIOLATORS WILL LOOSE THEIR PIT PASS AND/OR BE REMOVED FROM THE TRACK AND WILL BE PROSECUTED!!
7. No weapons of any kind allowed on Fairground property. Absolutely no animals allowed in the pit area.
8. STATE LAWS WILL BE ENFORCED: **NO ALCOHOLIC BEVERAGE CAN BE BROUGHT INTO ANY FAIRGROUND. ALL VEHICLES WILL BE THOROUGHLY SEARCHED BY THE FAIRGROUNDS SECURITY GUARDS AT THE GATE ENTRANCE INTO THE GROUNDS.** If anyone in the pit area is caught with alcohol / drugs or under the influence, you will lose your pit pass and be escorted from the derby event area.
9. **Fire Rule:** In the event a vehicle catches on fire, the officials will Sound a Horn and Red Flag that event. The car that caught on fire cannot participate for the remainder of the event. The Horn will sound and a green flag will be used to restart the event. (Driver of vehicle which caught on fire, must exit vehicle at this time)
10. Teaming drivers will be disqualified if two or more drivers get together and make **two** or more consecutive hits on one car.
11. You may also be disqualified for Sandbagging, staying in the background and doing little ramming, getting tied up with another vehicle too long.

12. Ramming of driver's door or disabled cars will not be permitted.
VIOLATORS WILL BE DISQUALIFIED FROM THAT EVENT (i.e. heat or main event). IF YOU DO NOT LEAVE THE TRACK, THE RACE WILL BE STOPPED TO REMOVE YOU FROM THE TRACK.
13. There is a (2) minute rule: You must make contact with another car on your own power at least once every two minutes. If you do not hit or move within (2) minutes, you will be disqualified. (You will be scored up until then!)
14. A vehicle discharging heavy smoke after an event has started may be disqualified. (Officials Discretion).
15. **Last car running is not necessarily the winner. The driver is judged on aggressiveness, performance and scoring system by the officials. OFFICIALS DECISION IS FINAL!!**
16. Any and all injuries must be reported to an official the night of event.
17. All drivers **MUST** have a **Fire Extinguisher** in there pit area at all times.
18. All cars **MUST** be removed the night of the derby. **No exceptions!**
19. All drivers and crew must attend a mandatory pit meeting which will be held prior to the start of the derby.

THANKS for your support in making this a successful derby.
Please remember, we are here to have a good time and enjoy a great sport.

Let's all be good sports!

No arguing or complaining.

Give the crowd what they are here to see

A lot of really hard hitting!

Vehicle Rules

Full Size Vehicle

***(PLEASE READ CAREFULLY, SOME CHANGES MAY HAVE BEEN MADE)**

RULE BOOK DISCLAIMER

The rules and/or regulation set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

TRACK OFFICIALS WILL INSPECT ALL CARS BEFORE THE DERBY. THE TRUNK & HOOD AREA OF ALL CARS WILL BE OPENED FOR INSPECTION. ALL WINNING CARS WILL BE RETECHED PRIOR TO LEAVING THE ARENA AND BEFORE PAYOFF. NO PITMAN IS ALLOWED IN THE ARENA AREA DURING RETECH OF WINNING CARS. DRIVERS CAN BE **SCORED DOWN OR DISQUALIFIED** IF THEY DO NOT COMPLY WITH DERBY RULES AND/OR THE OFFICIALS DECISION DURING THE TECH INSPECTION. ANY CAR FOUND TO BE ILLEGAL, WILL FORFEIT ALL WINNINGS FOR THAT NIGHT.

IF IT IS NOT IN THE RULES, THEN YOU CANNOT DO IT!!!

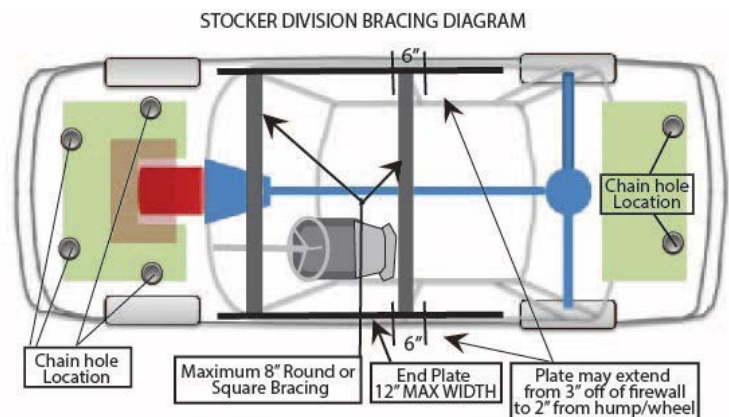
FRAMES, BUMPERS, ETC., MAY BE CUT OR DRILLED BEFORE OR AFTER DERBY AT THE OFFICIALS DISCRETION. DRIVER MUST COMPLY OR WILL FORFEIT ANY AND ALL WINNINGS FOR THAT NIGHT! NO EXCEPTIONS THE OFFICIALS MAY DISQUALIFY THE DRIVER AND CAR ANY TIME BEFORE, DURING, OR AFTER THE DERBY, IF FOUND IN VIOLATION OF ANY RULES. OFFICIALS DECISIONS ARE FINAL IN ALL CASES. NO EXCEPTIONS! NO ARGUMENTS!

1. Approved safety helmets (Face shield or Goggles are highly recommended) and seatbelts are mandatory and it is required they be securely bolted to the body or frame, and must be worn during the entire event.
Driver is to stay in his/her car during the entire event, except when directed by officials.
2. **There will be no building of vehicles in pit or derby area. (Please, do them at home!)**
3. Open to any U.S. hardtop model stock car, including station wagons. **No four-wheel drives, SUV's, Chrysler Imperials, Pickup Trucks, Commercial Vehicles, El Caminos, Convertibles or "New Imperials".**

4. Cars that have run other derbies MUST REMAIN IN STOCK CONDITION & MEET THE RULES TO RUN AGAIN and may not run if officials rule the car is too bent up.
5. All glass, side chrome, chrome rings, mirrors, headlights, tail gates, emblems, grills, door handles, flammable material must be removed. Glass cannot be rolled down, it must be removed. Rear seat must be removed. All extra seats must be removed. If you are running a station wagon the inside spares tire and the deck lid MUST BE REMOVED. **This must be done before bringing the vehicle to the event.** NO ADDING OR TAKING AWAY FROM THE CAR. (Includes cutting and welding.) All cars must exhibit the ability to stop before getting on the track.
6. **CAR NUMBERS** MUST BE AT LEAST 24" ON BOTH SIDES AND TOP OF VEHICLE Please use contrasting color of paint for numbers on car so officials, scorers and announcer can identify. Write legible! (1st Registered vehicle number will get that number) No "X" or Letter may be used. NO PROFANITY ON VEHICLE. **A (15X20) nose to tail two sided roof sign with car number is mandatory for scoring purposes.**

7. **Safety cage:**

As per the diagram, mandatory bracing is required. 2 side bars may be no bigger than 12" X 2" C channel, must be 3 inches from firewall and 2 inches from the rear hump/wheel wells, and have a 5 inch gap from the floor. 2 cross bars may be no bigger than 8" square or round tubing. Front Cross bar must be 10 inches from the firewall and cannot connect to firewall. Front cross bar is mandatory. Middle cross bar must be behind the driver's seat, from door post to door post within 6 inches of the seat. Middle cross bar is mandatory. No down bars are allowed.



Halo bars are allowed, and must be within 6 inches from the middle cross bar or driver's seat location. Halo bars must be in vertical position (90°). Halo bar may be welded to cross bar only not to the floor. 5 inch maximum material may be used as a bar. If car wasn't made originally stock with posts adding posts are allowed. Posts may be welded to the door bar to the top of the car. Halo bars cannot be used in combination with adding a post. No welding cage to frame, floor or sheet metal. 2 front window bars are mandatory. 2 bars may be used in rear windows. Window bars may not be welded to the trunk or hood. Bars must be positioned in window seams area. 2 inch maximum material may be used as a bar. You may use 3 inch gussets to mount the window bars. The window bars cannot be connected together.

8. If dashboard is removed, a side-to-side brace is allowed in dash position (8" max. diameter).
9. **Driver Seat** MUST be welded and/or bolted to the floor. Bucket seats allowed. Halo bar allowed and may be welded to cross bar only, (not to the floor) and bolted to the roof. Mud screen OK, in front of the driver only.
10. **Body & Frame:** NO chains or U-bolts allowed for securing body to frame on any vehicle. If chain is needed after a heat for repairs, officials must give final approval before entering arena. No Exceptions!

Body; Body to frame HARDWARE and BUSHINGS must be *O.E.M. stock. NO CHANGING OF BODY BOLTS OR WASHERS ALLOWED! You may not remove rubber pucks between the body and the frame. 2 bolts the same size as the original body bolts area allowed to be placed in any factory location where they were missing from. You also may add 2 more body bolts anywhere from the firewall to the rear bumper. With a 2" X 2" X ¼ inch thick and no more than 2 inches long angle iron that can be welded to the side of the frame; with a 5/8 X 8 inches long bolt going through the angle iron; with a ¾ inch spacer to keep the body off of the frame; with a 4 inch maximum free floating washer for inside of car.

Frames; Frames must be in *O.E.M. on vehicles. Officials decision is final (*O.E.M. means Original Equipment Manufacturer) frame repair is allowed, up to 12 inches per side no bigger than ½" X 4 inch flat strap or plate, must be at least 2 inches back away or 2 inches across from the bumper brackets in the front and rear. **If the plate is across from the bumper bracket, it must go towards the firewall not forward.** You may break up the plate however you want as long as there is no more than 12 inches per side. **Frame repair must be on inner side or outer side of the frame only; you cannot place plate on top or bottom of the frame. Plates may be not bigger than 4 inches tall and must be kept vertical.** PLATES MUST HAVE A MINIMUM OF 1/8" HOLE PER PLATE FOR VERIFICATION OF THICKNESS. ALL PLATES MUST BE PAINTED USING YELLOW PAINT FOR EASY IDENTIFICATION Only the top of the frame seams may be welded from firewall forward. The weld may be no bigger than ¼ inch with no filler rod or added metal. No other seams may be welded. No pinning the frame or running bolts through existing holes. Frame notching is allowed. **83 and newer cars may have a 14" long X frame width, hump plate welded to the frame on both sides.** **No** welding the body to the frame. Hammering of the body is allowed. Hammering of the frame is allowed, only above the humps. Outer body seams may be welded 2 inches with 3 inch gaps with no filler rod or added metal. This means you may not weld the core support to the fenders. All cars including Crown Victoria's may be tilted. You may cut the frame and weld it back together to tilt the frame with no filler rod or added metal, unless you use your frame repair. No SHEET METAL SCREWS anywhere on the car. **NO trailer hitches/brackets. NO objects protruding outside of vehicle.**

Fenders & Quarter panels. Fenders may be cut out. Fenders are allowed to have four 3/8 inch thick bolts, with washer no bigger than 1 inch above the tire to secure the inner to the outer. Quarter panels may be cut out and rolled. Quarter panels are allowed to have four 3/8 inch thick bolts, with washers no bigger than 1 inch.

Rust Repair: Floors in car may be repaired with metal the same thickness as it is originally, overlapping of repair may only be up to 1 inch pass the rust spot. If window seam is rusty in a stain wagon you may pinch it together and weld 2 inch and skip 3 inches, with a maximum of 2" X 2" X 1/8 inch flat strap. If you have any other rust issues please call.

11. **Doors** must be chained and/or welded shut securely. CHAIN MUST NOT BE WELDED. (BOLTED ONLY!) All doors may be welded solid with ½ inch thick filler rod or 2" X 1/8-inch-thick flat strap. No extra metal or plate is allowed on the outside of the doors. No welding the inside of the doors. The window opening on the doors may be pinched and welded, **or you may use 2" X 1/8-inch-thick flat strap to weld and fill the gap. If flat strap option is used you must drill a hole in it for the thickness to be measured.** Driver's door may have a solid metal plate on the inside (Highly Recommended!) allowed in the window slot for safety. **MUST BE SAFELY SECURED** to the door or cross brace. **NOT** connected to the frame.
12. **Hoods** You can use 4 hood bolts with a maximum 6" X 6" X ¼ inch thick gussets, bolts may only be a maximum of 1 inch thick, washers may be no bigger than 3 inches and must be free floating. If hood bolts are not used, 4 chains may be used, no more than ½ inch thick allowed. 2 all threads 1 inch thick may be used to

replace front body bolts, and must go vertically through the hood. If you do not go through the body bolt location you may weld a maximum of 2 inches, with no filler rod or added metal to the side of the frame next to the body bolts, then vertically through the hood. You may weld the all threads to the top of the core support with a 4" X 4" X ¼ inch flat plate. The 4 hood bolts or the 4 chains can be used in combination with the all threads. A hole is required in hood above the carburetor in case of a fire. Eight 3/8 inch thick bolts, with washers no bigger than 1 inch are allowed to bolt the inner to outer, when hole is cut out for the headers and carburetor. No welding the inner to the outer of hood.

13. **Trunk Lids** may be welded a maximum of 5 feet, with ½ inch thick filler rod or 2" X 1/8 inch thick flat strap. Trunk lids may be tucked in (50% in stock location), and welded to the floor of the trunk. The 5 feet of weld may be broke up however you chose on trunk lids, this includes the trunk tucks. Trunk lids must have a 12" X 12" hole for inspection. You may bolt the inner to the outer of the trunk lid, with four 3.8 inch bolts, with washers no bigger than 1 inch, where you cut out the hole for inspection. You cannot weld the inner to the outer of the trunk lid. No inner seam welding inside the trunk, unless where the trunk is tucked. You may have 2 all threads 1 inch thick, welded to the side of the frame or through a body bolt, and then up through the trunk lid. Washers may be no bigger than 3 inches. All threads must be in vertical position. On wagons, no welding of deck lids. Deck lids must be in factory position and have a 12" X 12" hole for inspection. You may have 2 all threads 1 inch thick going through the rear body bolts or welded to side frame next to the body bolts a maximum of 2 inches. All threads may go up through the deck lids to the rear post of the wagon, or angled through the tailgate. Tailgates may be welded a maximum of 5 feet, with ½ inch thick filler rod or 2" X 1/8 inch thick flat strap. 5 feet may be broke up however you chose on tailgate. All spare tires must be removed.
14. All chains used to secure doors, hood and trunk must be strong enough to tow a car, Max size ½", Minimum size ¼" chain. **NO ROLLER TYPE CHAINS ALLOWED.**
15. **Bumpers** must be stock automotive bumpers specific to the make of the vehicle. No modifications to automotive brackets, if you cut it off leave it off. Do not use automotive stock and homemade brackets together. Bumper tips and fender wells can be trimmed. Front and rear bumper may be welded but both must be in stock position (not upside down). Bumpers cannot be welded to body. Bumper stock brackets may be welded to bumper and the Frame. Bumpers may be installed using 6"Lx6"Wx1/2 inch thick flat mounting plates, must be welded to the bumper sideways then welded to the bracket. No added reinforcements, no angle/corner gussets on bumper brackets to the bumper. Welding of bumper seams are allowed no filler rods allowed. 5 mph bumper may be installed. Brackets may be 14"L X 4"W X ½ inch thick flat plate or 14"L X 2" X 4" X ¼ inch thick square tubing/channel or 14"L X4" X 2" X 3/8 inch thick angle iron. Brackets may be installed on inside or outside frame rail. Not on top or bottom of frame. Any unfair advantage will be defined by officials. **WARNING!!** You may be required to cut brackets and/or bumper. **(EVEN IF IT IS STOCK).** **Maximum** bumper height not to exceed 20" from bottom of bumper to ground. Used car bumper height; will be at the official's discretion.
16. **Suspension:** Stiff suspension is allowed.
A-Frames - A-frames may be welded maximum 12 inches to the frame, with 2" X 2" X 3/16 inch flat strap. **Center and sides of A-frame may be beat down and welded, if as long as you are able to still see underneath it.** Tie rod stiffeners are allowed. No welding metal in the springs to raise the car. Spring/twist spacers may be used. **No strut bars from the A frame to the frame in the front of the car.** No re-enforcing suspension. **Suspension parts may be swapped if they bolt on and they must be stock car automotive parts (no truck or RV parts).** No welding brackets to make them fit. No aftermarket parts are allowed.

Leaf Springs - Leaf springs must be stock. No aftermarket springs. **If you are missing leaf springs you may use other leaf springs equal to what's missing to replace what is missing.** You may shorten leaf springs a maximum of 12 inches per side. No leaf on top on main leaf. **No extra leafs, no tape or welding on springs, no motorhome leaf springs.** 5 spring clamps per spring are allowed, no wider than 2 ½ inches, no welding clamps to the frame. No coil over leaf conversions. 1960's and newer Ford's and Mercury's may re-shackle leaf spring with any stock car shackles or homemade shackles. Homemade shackles are allowed on any leaf spring cars to replace factory ones. Must be no bigger than 6" X 2 ½" X ¼ inch thick flat strap, and may only be bolted to the frame, not welded. Coil springs in the rear may be welded to rear end. You cannot bolt the springs through frame to the body on coil spring cars, unless you use it as your extra body bolt, it may go through frame. No homemade trailing arms. Trailing arms on coil spring cars may be reinforced. You may weld up and reinforce original trailing arms only. Added metal may not be bigger than size of trailing arms. You may have 2 bump stops in the rear only, no bigger than 2" X 2" X ¼ inch square tubing, welded to the rear end only not to the frame and must be **VERTICAL**. You may use the bumper brackets to weld the K-frames on Chryslers. Otherwise no K-frame welding.

17. **Gas tanks** must be an approved tank made of STEEL. (Example); Jeep can, Boat tank, etc., and approved by officials. 7-gallon tank max. NO plastic tanks will be allowed. Gas tanks must be securely placed and must be bolted or chained solid to the floor but not to the frame. Tanks must be capped and placed directly behind the driver, inside of vehicle. Stock gas tanks CANNOT be used and MUST be removed from vehicle. No gas tank protectors allowed. Electric fuel pumps are allowed. A kill switch MUST be added and placed where an official can turn it off as a safety precaution. **Drain holes must be in the floorboard for possible fuel spills, near the gas tank.**
18. **Battery** 2 automotive type batteries are allowed for the motor. Motor battery's must be moved to the inside of the vehicle and covered with a non-conductive material. (Example: Rubber inner tube) to protect the driver. Battery must be securely bolted to the front passenger floorboard of vehicle, away from door and battery mounting plate (if used) must be no greater than 1/8" thick. No restriction of battery size. A 3rd battery may be used for transmission cooler or electric fan only. No welding battery tray to door bars. No bolting battery trays to cross member or frame. No battery trays cover any body bolts. NO WODEN BOXES OR PLASTIC MILK CRATES, ETC.). **NO PLUMBERS TAPE ALLOWED!**
19. **Engine & engine compartment:** Engine swaps are allowed. Engine set backs are allowed. Engine Cradles are allowed. Cradle must be welded to center cross member with a maximum of 6" weld, not to frame rails. **If your vehicle did not come factory with a cross member, you may weld it to the spring pockets.** 1957's and newer Ford's and Mercury's may weld 4 inches to inside of spring pockets to make a motor mount platform, **metal may only be 4" X 2" X ¼ inch angle iron.** No head straps are allowed if you have a cradle. You may cut a hole, 12"L X 12"W in the fire wall for the distributor. Hole must be properly covered. Distributor protection allowed but must be braced from engine only, not body or firewall. No carburetor protectors allowed. Motor mounts may be welded to the frame. No rear motor mounts. If not running a cradle you may have 2 head straps from heads down to the frame. May not be kicked back, but may be kicked no further than 3 inches in front of the furthest point of the A frame. Head straps may only be welded to the frame a maximum of 4 inches and may be only a 2" X 2" X 1/4 inch-thick flat strap or angle iron. You may not add platform under the motor mount. Head straps may only be welded straight to the frame.
20. All cars must have a spark arrester/air cleaner. No oil type. Any type allowed as long as it has an element.
21. Exhaust may be diverted through the hood, AKA "ZOOMIES"

22. **Radiator and AC condenser:** Radiator must be stock automotive brass, copper or aluminum and in original stock position. NO additional supports or mounts, ONLY wire or plastic ties may be added. NO water inside of vehicle. NO anti-freeze allowed! WE WILL CHECK!! NO HEATER CORES OR ETC. IN ICE CHEST!! (No homemade or additional radiators or steam tanks allowed). You may only use one AC condenser in front of the radiator, if used. The AC condenser may be bolted with 4, 3/8 inch thick bolts, with washers no bigger than 1 inch or welded 6 inches per side with 2" x 1/8 inch flat strap no longer than 3 inches and no more than 4 per AC condenser.
23. **Running gear:** Rear end swaps are allowed. Must be passenger car rear end. No truck rear ends, **5 lug is maximum**. Rear end braces are allowed and can only be welded to the rear housing, not to the frame or the springs. Pinion brakes are allowed. Locked rear ends are allowed. Shortening or lengthening trailing arms are allowed, for pinion angle. Chaining rear end to frame is allowed, no welding chain to frame. No welding links together. Chain is only allowed one time around the bolts, not around body, unless the car is a unibody, no longer than 4 feet line and 1/2 inch thick chain. **NO BOXING IN TRAILING ARMS.**
24. **Transmission:** Standard transmissions are allowed. Transmission coolers are allowed. Automatic transmission lines are must be looped or ran to a cooler inside your car. Homemade cross members are allowed maximum 2" X 2" X 1/4 inch thick square tubing. No bolting the transmission cross member to the body or welding the body on a full frame car. No Transmission skid plates are allowed. No reinforcing of transmission. No transmission cradles, no transmission braces are allowed. You may use an ultra-bell. Ultra-bell may only be bolted to engine and transmission. **Transmissions pans may be homemade with metal no thicker than a 1/4 inch and may not extend pass the transmission bolts. It may not connect to the ultra-bell, transmission tail shaft, and must be 2 inches from the cross member.** Slider Drive lines are allowed. Floor shifters are allowed. All cars must have a hose attached to the transmission filler tube (Burp Tube) for fire safety.
25. **Wheels:** Maximum size wheels shall not exceed 15 inches – even if car came with stock 16 inch wheels. Must be factory car wheels. NO SPLIT RIMS, NO MOBILE HOME RIMS, NO RIM REINFORCEMENT. Valve stem protectors allowed (weld them on securely) not to protrude out of the wheel at all. No wheel weights allowed. No zip screwing rims to tire. Lug nut size may be no bigger than 1 inch. No homemade centers on rims. Universal centers are allowed, must not go passed a half inch past the bolt holes, may be welded in with no filler rod or added metal. Wheel seams may be welded and shorten down to 5 inches with no filler rod or added metal.
26. **Tires:** No tire rule, AIR ONLY. Mud grips. Any Ply and mud grips are allowed. **EXCEPT**, NO farm equipment or tractor type or forklift tires. **SKID STEER TIRE OK.**
27. **Optional Equipment:**
- Floor shifter
 - Locked or posi-trac rear-end. No 4-wheel-drive trains.
 - Radiator Fan (electric fan O.K.)
 - Hand Throttle
 - Transmission Cooler. Must be covered if inside the car.
 - Only (1) AUTOMOTIVE A/C condenser allowed in front or rear of radiator.