

Eastern Michigan Motorsports RWD Motor-Swap Demolition Derby Rules

- Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use the door defense repeatedly you will be disqualified.
- Drivers must stay in cars at all times with eye protection, helmet and seat belt on at all times. Drivers must wear long pants, closed toed shoes and long sleeves while competing in vehicle.
- Driver must be 18 years old and older to compete.
- No hot rodding in the pits, keep it at an idle while traveling on and off the track.
- Any open door will be cause for disqualification, you are allowed one fire, second fire will be cause for disqualification. You may return in later rounds.
- Rollovers will be rolled back onto there wheels, if deemed safe, they will be allowed to continue on.
- Sandbagging is not tolerated and will be strictly enforced. Locking up the brakes prior to a hit for anything other than a driver's door will be a cause for disqualification. The fans pay to see a show, put one on for them!
- You will be given ample time for restarts.
- This is not a team event, team driving will not be tolerated. This is a contact competition where last car making last hit is determined the winner.
- **THERE IS NO ALCOHOL OR DRUGS ALLOWED IN THE PITS.** This includes pit crews. If you or ANY of your crew is caught with alcohol or drugs you will be disqualified.
- All cars WILL have a post race inspection done before any prize money is awarded. Only officials and drivers that won money from the feature will perform inspection.
- Everyone entering the pits or participating must sign the liability waiver.
- All drivers must be registered and vehicle must be inspected 60 minuets prior to start time. Subject to change for larger events.
- **Any questions, CALL FIRST. Don't assume anything. The Officials decision is final.**
- Questions call or text Matthew Ritchey (810) 627-8382

Any American made full size automobile. **No front wheel drive, all wheel drive, four wheel drive, checker cabs, hearses, Imperials, Imperial Sub Frames, Suicide Lincolns, Leaf-Spring Wagons or Limousines. No wedge cars are allowed.**

General Preparation:

- All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the trunk or doors.
- All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc. No added weights to any car.
- Rear seats in all cars and all decking in station wagons must be removed.
- Front seats must be securely bolted to the floor, however, these bolts may NOT go thru the frame! You must have a functioning seat belt.
- All flammable materials must be removed from the car other than safety padding and the driver's seat.

Tires, Rear Ends, and Brakes:

- Any rubber tire and rim combination will be allowed. Full weld in centers and bead lip protectors are allowed. Bead locks allowed. Valve stem protectors are allowed. No split rims, studded tire. No dual tires. Each car will have 4 wheels max.
- You may chain around rear end to frame only. 2 spots using 3/8" chain max. Only one 3/8" bolt and nut per chain. No welding chain together. No welding chain to frame, rear end or brace. Or you may use 1" all thread shocks max, may not be used as a body mount.
- **All cars must have dependable brakes at all times.**
- Any axle allowed. Floater rear ends allowed. Rear end braces are allowed. Braces or rear end may not strengthen frame or body in anyway.
- Trailing arms may be reinforced or after market. Trailing arms can not reinforce body or frame.

- 98 Fords and up, you may move trailing arms inside of frame (Watt Links Conversion). You may use bolt in brackets to mount upper trailing arms. 4-5/8 bolts, nuts and washers max maybe used per bracket. No welding washer nuts or bolts to tow package. Bolt in brackets maybe no larger than 6"x12" max and 3/8" thick max. The bolt in brackets must be 2 separate brackets. The brackets may not be joined in anyway or used to strengthen frame or body. If you choose not to use bolt in brackets you may take a tow package from a older ford and weld into a 98 up. The tow package may only be overlapped by a 1/4" MAX with 1/2" weld MAX. This will be strictly enforced. **CARS WILL BE LOADED IF OVER AND ABOVE THESE SPECS.**
- Lower trailing arm brackets may be taken from older Ford and welded in 1/2" max welds. Or you may use a 3 1/2"x5 1/2"x3/8"x5 1/2" long max square tubing to mount lower trailing arms if you don't use stock brackets from old Ford 1/2" max welds.
- Each rear end is only allowed to have 4 trailing arms maximum. If doing a watts conversion, outside trailing arms must be removed.

Bumpers:

- Any automotive bumper allowed. Bumpers maybe seam welded and stuffed. Holes maybe filled in with plate and weld. Replica bumpers are welcome (must be to factory specs). Bumpers can't be taller than 8" max. No doubled bumpers allowed.
- Bumper ends must be rounded and smooth. No sharp or jagged edges allowed.
- No mounting shock tubes outside of frame unless stock OEM from factory. No mounting shock tubes on inside of frame unless stock OEM from factory. First 8" only of OEM brackets/horns on outside of frame maybe welded to frame (No interchanging front to rear or rear to front/ Must be for make and model).
- If shock tubes came factory inside of frame, you may stuff your shock tubes into frame and weld shock tube plate to frame. Shock tubes may be plug welded to frame.
 - Factory shock tubes or aftermarket shock tubes can not exceeds 8". **Shock Tubes must be connected to bumper!**
- Bumpers maybe welded directly to frames
- You may use 2"x8"x1/4" thick flat stock steel welded from bumper to frame. 2 straps per side max. Must remain in one piece. Cannot be angled to make a kicker. **Bumper strap must be connected to bumper!**
- Bumper height must be 14" to 22". The measurement will be taken from bottom of bumper. **ALL USED CARS FRONT BUMPER MUST NOT EXCEED THE MAXIMUM HEIGHT RULE AT START OF SHOW! USED CARS REAR BUMPER MUST NOT EXCEED MINIMUM HEIGHT RULE!**

Body:

- No welding, bolting, wiring, taping or chaining of body unless stated. No adding metal or any other material to strengthen body unless stated.
- Body shaping is allowed. No folding metal over to create a double effect.
- No doubling of body panels allowed, no added metal to body. No bolting metal together unless stated.
- Doors maybe welded shut (outside only). Each side of car is allowed 12 plates max to weld doors shut. Plates cannot exceed 4"x4"x1/4" thick. No welding of inner and outer skins. **GAS TANK DOORS MAYBE WELDED SHUT. MUST BE FACTORY GAS TANK DOOR. GAS TANK DOOR MAYBE WELDED SOILD ALL THE WAY AROUND. NO METAL MAYBE USED TO WELD GAS TANK DOOR SHUT.**
- **Driver's front door only will be allowed a full door skin. If not using full door skin, you may weld driver's door solid. Driver's door protection is Mandatory (see cage rule).**
- If you don't weld your doors you must chain or #9 wire them shut. 3/8 chain max 1 strand of chain per spot. Bolt maybe no larger than 3/8 and may only go through chain links. If using wire 4 strands max per spot. Minimum of 2 spots and max of 12 spots to secure the doors shut. No wiring or chaining body to frame. No bolting doors shut. No welding chain links or wire.
- If welding doors shut, you may wire or chain door post shut in 3 spots per side of car. 2 strands of wire per spot or 1 strand of 3/8 chain max. 1 3/8 bolt and nut per chain max. No welding chain links or welding chain or wire to sheet metal. Seat belt is allowed 2 wraps allowed. No taping allowed or any other form of securing the doors shut.
- No X wiring or mending with wire.

- Floor boards must be adequate at driver's feet.
- If floor boards or body needs to be patched it must be done with same thickness sheet metal. This means a actual hole all the way through the sheet metal. Sheet metal maybe over lapped by 1" max all the way around the hole. You may weld, bolt or rivet sheet metal into place. Only 1 of the 3 methods maybe used to secure the repaired sheet metal into place.
- Aftermarket components are welcome. No components to be welded to the floors, doors, roof or body (gas tank, gas lines, battery box, gas pedal, etc). All components must be bolted in. No components may strengthen the body, frame or cage in anyway.
- Mounting of battery box, gas tank and trans coolers may only have a 20"x20" floor mounting surface. 4 bolts max. If your components need a larger area you will have 2 options. 1) You may float the components from your cage (all rules still apply). 2) Components must be raised up 2" from the entire floor surface and may only have a 20"x20" mounting surface (4 bolts max).
- Aftermarket shifters are welcome. Shifters may not strengthen the car at anytime. Trans mounted shifters may only be mounted to trans (not body, frame or cage). Cable shifters are welcome. Mounting pad for cable shifter may only be 4"x12"x1/4" max if being mounted to sheet metal.
- Aftermarket brake and gas pedals are allowed. Combination pedals may not exceed 20"x20" mounting surface. Individual brake and gas pedals are allowed as well. The individual pedals may not exceed 20"x20" mounting surface combined. Plates for pedals may not exceed 3/8" thickness max. Mounting surface means any surface that touches sheet metal (floor, firewall ect). Only 6-1/2" bolts, nuts and washers max may be used to mount pedals. Pedals may only mount to sheet metal. If you are not running after market pedals you may use a 20"x20" piece of metal (3/8 thick max) and mount to drivers floor board only. 6-1/2" bolts, nuts and washers max. This may only be sheet metal to sheet metal.
- Hoods must have a 12"x12" min. hole cut in center. Bolting hood sheet metal is allowed using 12- 3/8 bolts and 3/8 washers max. No welding bolts, washers, nuts or sheet metal.
- Hoods may only be secured shut by bolting, wiring, chain or seat belt. 4 strands of #9 wire max, 4 wraps of seat belt or 1 strand of chain. 3/8 chain, bolt and nut max. No welding of chain or wire. If bolting hood shut you may use 2"x2"x1/4"x 6" max angle iron.
- 1" all thread max will be allowed at core support mount. (3" max outer diameter washer for hood pins). **Core support mount may have 6" spacer max, must be free floating.** Sheet metal to sheet metal only for any of these methods. Maximum of 6 spots to secure hood.
- No welding hoods shut. Hoods must be open for inspection.
- If wiring hood shut, you may weld up to 6-1" washers to your hood and 6-1" washers to your fenders for fastening your hood shut. These must be store bought 1" washers.
- Trunk lids may be welded, chained, wired, or bolted together as follows: Trunk lids may only be secured to body in 12 spots. If welding trunk lid shut you may only use 4"x4"x1/4" flat stock steel. If wiring trunk shut you may use #9 wire, 4 strands per hole. For chaining trunk shut, you may use 1 strand of chain per hole and 1 - 3/8" bolt. No welding chain links together or to sheet metal. If bolting trunk shut, you may use 3/8 bolts and nuts with 1" washers max. No welding bolts, nuts, or washers to sheet metal. Bolts for bolting trunk shut must be sheet metal to sheet metal. You may use any of these 4 methods or combinations of them to secure trunk shut in 12 spots max. No attaching body or trunk lid to frame using any of the methods.
- All trunk lids must have a minimum 12"x12" inspection hole. 12- 3/8 bolts and washers max may be used to bolt sheet metal back together.
- Trunk lids may be pushed to floor. Trunk lids that are pushed to floor must still have a 12"x12" inspection hole. Speaker deck maybe cut.
- Quarter panels must remain vertical. No wedge cars allowed.
- No front or back window bars allowed.
- You must have wire (3 strands max) or chain in front windshield from cowl to roof. No welding of chain or wire.
- Cutting fenders and quarter panels for wheel clearance is allowed.
- Bottom of quarter panels may be folded under. Bolting to trunk floor is allowed. You may use 3- 3/8 bolts, nuts, and washers per side max (no welding of bolts, nuts or washers).

Body Bolts:

Stock body mounts may be removed and replaced with aftermarket body mounts. After market mounts may not exceed the size of stock mounts. Bodies may sit flat on frame.

- Bolts may not exceed 5/8" diameter x 12" long max, only 3 nuts per bolt and no welding of body bolt, nuts or washers to frame. Bolts may only go thru 1 thickness of frame. **Body bolts can not be connected to cage in anyway!**
- Washers must not exceed 3" diameter (square or round) 3/8" thick.
- No welding bolts, nuts or washers to body or frame.
- No adding body bolts in anyway.

Core Support:

• Core supports maybe spaced up. 6" spacer max, must be free floating. No welding spacer to frame or core support. 1" all thread and 3" washers max (these bolts may come thru the hood to help hold hood down). Bolt and washer must be free floating (no welding). No moving core support mounts for any reason.

• You may add 2- 3/8 bolts and nuts (3/8 washers max) to each side of core support where fenders meet core support in addition to factory bolts. No welding of any sort for any reason.

NO MOVING CORE SUPPORT MOUNT IF FRAME IS SHORTENED TO 20".

- Radiators must be in stock location.
- OEM style radiators, no homemade construction radiators. NO RADIATOR PROTECTORS.
- No adding cooling capacity.
- You may have a factory a/c condenser in front of the radiator or 32" wide x 1/4" thick expanded metal or 32" wide x 1/8" designed cut out radiator guard. You may only use 4- 3/8 bolts, nuts, and washers max to attach to core support, no welding allowed. Can not be attached to frame or bumper!

Engine:

• Any engine may be used in any car.

• Lower engine cradle and pulley protector with front plate are welcome. Front cradle may not go further back than factory engine mount bosses.

• Distributor protectors are allowed. Distributor protectors may only be mounted off cylinder heads or you may have a mounting plate between the motor and trans. **Mounting plate may not go below or be attached to anything below engine block, must be bolted to back of engine block and not cylinder heads! Distributor mounting plate may only be 2" wider than the surface it mounts to.**

(See picture #1 below for what is allowed)

• Distributor protectors cannot be wider than highest point of the cylinder heads.

• Header protectors and halo are allowed. Halo may only attach to the distributor protector as well as the front plate.

• Front plate/lower cradle may only be attached to the DP by the halo. Halo will not be allowed to attach to the cylinder heads.

• No materiel will be allowed to connect/join the front plate/lower cradle to the DP/DP mounting plate.

• **No oil pan protectors or skid plates allowed.**

• **Cradles and protectors are not allowed to strengthen frame or body in anyway.**

• All cradles and protectors must be bolted to engine or transmission.

• Engine mounts may be after market solid mounts. Motor mounts must be no larger than 8"x8" mounting pad. You may run factory OEM motor mounts (Chrysler, Ford or GM). Frame mounts maybe interchanged Ford to GM, ect. Lower motor mount must be bolted or welded to engine cradle, not to frame rails. Exceptions mounting a motor in a Chrysler or Cadillac, you may use 3/8"x 6" wide max plate to weld to frame rail. This isn't meant to strengthen frame but to help mount motor in.

• Engine frame mounts must be mounted on top of engine cradle (K Frame). On top of cradle means no recessing them down into or mounting them behind or in front of engine cradle frame.

• Only if running factory OEM motor mounts, you will be allowed 2 chains only. 3/8" chain maximum. No longer than 12". Chains may be welded to the engine/K frame only. No welding chain links together. No more than 3 links of chain may be welded to the K frame. This will be strictly enforced.

- Air cleaner must remain over carb at all times.
- No starting fluid allowed.
- No engine oil coolers.
- Hood must remain over fan and radiator at all times.
- Only 2 batteries may be used.
- Battery must be secured to front passenger floor board. NO MILK CRATES OR RUBBER STRAPS ALLOWED TO SECURE BATTERY. Mounting of battery may not strengthen car in anyway at anytime. See BODY for mounting specifications.
- Battery must be covered with rubber mat.

Transmission:

- Transmission and cross member must be of passenger car origin. No 4 wheel or all-wheel drive transmissions allowed.
- Trans coolers are allowed. Must be secure and have a cover or shield to protect driver. Mounting of trans cooler may not strengthen car at anytime. See BODY for mounting specifications.
- Metal or high pressure lines must be used.
- **Aftermarket steel bell housing, aluminum JEGS/SUMMIT bell housing, and slide over trans braces are allowed. SLIDE OVER BRACES ARE NOT ALLOWED TO GO BELOW TOP OF TRANS PAN AND WILL BE ALLOWED TO GO BELOW TAILSHAFT ONLY!**
- (See picture #2 below for what is allowed)
- Aftermarket bell housings and slide over trans braces are not allowed to strengthen frame or body.
- After market bell housings and brace may not attach to frame, cage or body. Only crossmember.
- **IF USING STOCK OEM TRANS OR USING AN ALUMINUM BELL HOUSING (JEGS/SUMMIT), YOU WILL BE ALLOWED 2 - 4"x4"x1/4" max plates welded to the frame at the firewall. 1 plate per side. PLATES MUST BE WITHIN 6 INCHES OF BODY MOUNT HOLES AT FIREWALL! (THIS RULE ISN'T ALLOWED WITH STEEL BELL HOUSING OR SLIDE OVER TRANS BRACE)**
- After market driveshafts allowed.
- Transmission may be chained, bolted, wired, or strapped to cross member. NO WELDING TRANS TO CROSS MEMBER!
- If moving trans cross member back you may use 3"x3"x1/4" angle iron to weld to frame rail. Angle iron can't be longer than 4". Only the angle iron maybe welded to the frame. Angle iron only maybe used with factory cross member. Must be mounted within 8" of factory cross member.
- Transmission cross member may be fabricated from 2"x2"x1/4" thick square tube max. This is not to strengthen car but to be used if you don't have the OEM cross member. If using 2x2 tubing for cross member it must be welded to frame rails. It may only touch 1 thickness of frame per side. It cannot be used to pin the frame together. This must be straight across frame rail to frame rail/ 1 piece and must be mounted within 8" of factory cross member. NO ANGLING FORWARD OR BACKWARDS IN ANYWAY!

Fuel Systems:

- Original gas tank must be removed from car
- Gas tank must be securely mounted behind driver seat and covered. NO RUBBER STRAPS MAY BE USED TO MOUNT GAS TANK. Fuel lines and tank may not strengthen car in any way at any time. See components in BODY section for mounting specifications.
- No plastic or metal gas cans. Must be a marine type tank or fuel cell.
- Fuel lines must be ran inside of car not outside of car. Lines must be secured to floor or cage. NO FUEL LINE PROTECTORS/ MOUNTING OF FUEL LINES MAY NOT STRENGTHEN FRAME OR BODY.
- All lines must be double clamped, steel or braid lines are mandatory.
- Electric fuel pumps are allowed but must have an on/off switch near steering column and marked with orange or red paint.

Pre-Ran Cars:

- If your frame is bent you may use a 4"x6"x1/4" max plate and weld to frame. Max 3 plates per frame rail,

MUST HAVE 1/2" GAP BETWEEN WELDS OF PLATES. This means 6 plates max. Frame must have obvious bent spot in order to be able to plate. FLAT STOCK only. You may bend your plate to fit contour of frame. 1/2" wide weld. **Just because your car is dented doesn't mean you can plate the frame.**

• If plated over and above rules you will be asked to cut plate and weld off completely. Failure to do this, you will **LOAD YOUR CAR.**

Officials decision is final.

Frames:

- No adding metal or brackets to frame unless specified. No trailer hitches. No material or substance maybe added to strengthen frame.
- No filling any factory holes in anyway.
- No welding to frame or seams unless specified.
- No stubbing frame together unless the frame is for that year, make and model. **Re-stubbing must be done at the factory seam! When re-stubbing absolutely no tilting of frame! This will be checked with a straight edge! Must call first!**
- **No tilting frames in anyway!**
- No painting or undercoating or mudding up frames for any reason. If frame is painted, undercoated or muddied up you will be asked to remove it or **LOAD YOUR CAR.**
- **Any metal added or weld will be asked to be removed completely. Not just sliced in the center but removed. Failure to do this you will LOAD YOUR CAR TO GO HOME.**
- **NO FRAME SHAPING ALLOWED. This means no denting or scratching. This will be strictly enforced. See below for pre-bending frames to achieve roll.**
- **NO SHORTENING OF REAR FRAME.**
- Front frame must have 20" of frame from upper A-arm mounting bracket going to back of front bumper. This measurement will be taken from the furthest forward point of the upper front A-arm bracket. No moving A-arm brackets for any reason. **NO MOVING CORE SUPPORT MOUNT IF FRAME IS SHORTENED TO 20"**.
- Rear frames maybe pre-bent or notched to achieve roll. If notched, do not weld back together.
- Hump plates are allowed. 3/8" thick x 22" long max flat stock steel hump plates will be allowed. Any extra weld and plate will be cut off, not sliced. Only 1/2" wide welds. **Hump plates must follow contour of frame and may not be above or below the frame.** The hump plates may not favor front or back this means centered over the hump. Leaf Spring cars may only have a 22" hump plate. All hump plate rules above apply.
- Rust holes maybe repaired using 1/4" flat stock max. You may overlap the hole 1/2" all the way around. Welds no more than 1/2" wide. Must be an obvious hole that can be seen from inside of frame. If stock body mount holes in top of frame are rotten larger than factory they may be repaired 1/4" flat steel max for the repair. **THE REPAIR MUST BE DONE ON TOP OF FRAME. NO EXCEPTIONS! REPAIRING RUST HOLES IN FRAME, FACTORY HOLES MUST BE OPENED BACK TO FACTORY SIZE.**
- Plates must be on outside of frame. Best to call first before repairing frames.

2003 and Up Ford Frames:

- Must run aluminum factory cradle for that make, model and year (2003-2011).
- Steel caps will be allowed to go over aluminum cradle. Caps are meant for mounting motor not strengthening frame. Caps will be allowed to bolt thru the 4 factory bolt holes that hold the aluminum cradle to the frame. Caps can not be welded to the frame in anyway, bolted only. Caps can not strengthen the frame, steering or any suspension. **(See picture #3 below for what is allowed)**
- **03 up must run a factory coil over strut, no spring pockets will be allow to be added.**
- 03 up may run spacers on the top of the strut and bottom of the strut. Spacers can not strengthen the strut or protect the strut from bending. Spacer can not strengthen the structure of the car in any way, shape or form.
- Ball Joints from a 97 and older ford (vic, licoln or grand marquis) maybe welded to the upper and lower A-arms to achieve of mounting a 97 older spindle.
- All steering must be bolted in not welded with exception of ball joints.
- Mounting steering box you may weld one piece of pipe to the outside of the frame for the third bolt. Pipe cannot be longer than 6" and 1/2" diameter. The other 2 bolts may have a sleeve going thru the frame (6" long

and 1/2" diameter). Only 3 bolts may be used to mount steering box. Idler arm may only go thru 1 thickness of frame.

- No steering gear box adapters plates allowed. Steering box must mount directly to the side of the frame following the above rule.

- **Mandatory all 03 up fords must have a 1/2" hole drilled in the side of the frame (1 hole on driver side frame rail and 1 hole on passenger side frame rail) for inspection purposes. Hole must be centered between firewall and strut. You will be allowed to weld a store bought 1/2" washer around the drilled hole.**

- All other frame rules apply to 2003 up.

Suspension & Steering:

- Suspension and steering must be stock from passenger car origin.

- Aftermarket steering columns are allowed. Mounting of steering column can not strengthen body or frame in anyway. NO HYDRAULIC STEERING ALLOWED.

- Suspension and steering must be OEM factory made. No homemade steering or suspension parts allowed unless specified.

- Aftermarket tie rods are allowed. NO ENLARGING HOLES IN ANY STEERING COMPONENTS, MUST BE FACTORY SIZE HOLES.

- No strengthening suspension in anyway.

- No leaf spring conversion. Must use factory type suspension car came with.

- No all thread shocks allowed in front suspension.

- You may use spring turn ins to achieve a higher height.

- You may kick the lower part of the coil springs out to raise front end.

- You may use 4 - 2"x2"x1/4" flat stock steel to weld upper a arms down (**1 front & 1 rear of a arm**). 2 max per side of frame for welding upper a arms down (**MUST BE CONNECTED TO A ARM, 1/2" WELDS MAX**). Or you may use round or flat stock and put thru spring to raise front suspension. Flat stock maybe 2"x12"x1/2" max. Round stock may not exceed 1" in diameter and 12" long. They must run front to back and be weld to bottom of frame. **You will be allowed 1 of the options above, NOT BOTH!**

- Leaf spring cars may not add springs.

- Leafed cars are allowed 4 factory clamps and 3 homemade clamps; homemade clamps must not exceed 2"x4"x1/4" thick. Bolt diameter for homemade clamps not to exceed 7/16". 2 bolts, 1 nut and 2 washers per clamp. No welding clamps.

- No welding leaf springs together in anyway.

- No taping or strapping leafs together.

- Leaf springs must remain in original position.

Cages:

- Cages are not to exceed 6"x6"x3/8" square tube or 6" round stock. **Cage must be a minimum of 6" off any floor sheet metal including transmission tunnel. NO EXCEPTIONS!**

- A 4 point cage is allowed and may not exceed 60" in length. That will consist of a bar going side to side in place of dash. A bar behind the front seat., 2 bars that run from front to back joining the dash bar and bar behind seat.

- Dash bar must be 4" minimum from center of firewall.

- Door bars can not be double bars. These bars may not be further back than 18" behind center post and 10" behind the door seam on a 2 door car. Drivers door bar only maybe kicked out to outer door skin.

- 1 down leg in the front door area will be allowed. Down legs may not be no further back than center body mount hole on a 2 door. The legs must be welded to bottom of door bars only and to top of floor sheet metal only. Legs must be at least 6" long. Floor sheet metal can not be beat down to the frame to mount leg. No other legs or kickers allowed to come from cage and attach to frame or body.

- Door bars must be on inside of door not between door skins. Driver's front door only will be allowed a 1/2" max inside door plate, this is for driver's door protection. **Driver's door plate may be welded to door bar only, MUST NOT BE WELDED TO FLOOR OR FRAME!**

- Any kind of reinforcing to the trans (after market steel bell housing or slide over trans brace) dash bar must be above the steering column full width of car.
- Dash bar must still have a 4" gap between the bar and center point of firewall.
- Cages may be welded or bolted in. Cages maybe secured to body in 8 spots. Cage may use no more than 8- 1" bolts nuts and washers to be secured to car body only. No more than 8- 6" welds to hold cage into place. Drivers door protection is mandatory if you choose not to use a 4 pt cage. Door protection may be bolted and welded to outside of door. Flat stock must be 8" tall min. Maximum of 12" tall and no less than 3/8" thick. Flat stock can only overlap door seam by 4" at each end. You may weld 24- 1" welds from plate to door.
- No attaching any part of cage to frame, motor, trans, or trans cross member.

Rollover Bars:

- Rollover bars may not exceed 6"x6"x3/8" tube or round stock.
- Rollover bars maybe attached to door bars or bar behind seat only. **ROLLOVER BAR MUST BE VERTICAL, STRAIGHT UP AND DOWN (CAN'T BE ANGLED BACK IN ANYWAY).**
- Rollover bars maybe bolted to the roof with 2 tabs coming off rollover bar. Tabs can not exceed 4" off rollover bar. May only attach to the roof sheet metal.

Gas Tank Protectors:

- Gas tank protectors maybe no wider than 32" outside measurement. Protector material is 6"x6"x3/8" material round or square.
- Protectors must be free floating, may only be attached to cage and rollover bar.
- **Back of gas tank protector may not be no taller than 2 inches above your fuel cell. Protectors must stay inside of car!**
- No bolting protector to tow package, frame or body.

Official's decisions are final. No exceptions.

Picture #1



Picture #2



Picture #3: Budde's 03 Up Cradle

