

NO MERCY 5 SUPERSTOCK

USE EM UP BURIED ALIVE 7 WILL BE FRESH CARS ONLY

Save time and call. For your convenience we are willing to answer any concerns or interpret anything to help make your inspection process less stressful for all parties and to help you not spend all day cutting on a car. The answer the day of in the barn will be the same answer if you call two months prior so CALL.

Regardless of interpretation of rules, Deadman Derby wrote these rules and will interpret them as they were intended. WE reserve the right to uphold our integrity of these rules by not allowing excessive or blatant disregard for the rules. Our goal is to give everyone an opportunity to have an enjoyable experience at our show. Thank you for building a car for DEADMAN.

DIG YOUR OWN GRAVE RULE

EACH CAR FRESH OR PRE RUN WILL BE ALLOWED 6 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.

REMINDER THAT THE REAPER CONTRACT IS IN PLAY

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.

General Rules:

1. **ANY AMERICAN MADE SEDAN OR STATION WAGON, NO LIMOS**
2. *HEARSEs ARE PERMITTED BUT CANNOT BE SHORTENED. MUST FOLLOW ALL OTHER RULES.*
3. *Any work done to frame or body that is not directly outlined in these rules may result in a car being automatically loaded.*
4. *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.*
5. **NO PASSENGERS**
6. *In a heat and feature event, your car must enter the arena under its own power, in order to be eligible for the consolation. You cannot be pushed onto the track.*
7. *Measurements, will be required to meet specifications during inspection, pulling on to track and following a run. Obvious frame bend or parts malfunctions will be the only exception.*
8. **CALL FIRST.** *If it does not say directly that you can do it, It is NOT PERMITTED.*
9. **ABSOLUTELY NO PLASTIC FUEL CELLS. ABSOLUTELY NO OEM OR OEM REPLACEMENT TANKS. MUST BE AN AFTERMARKET, PRESSURE TESTED TANK.**
10. *No profanity or sexual connotations are permitted on car whether it be paint, radiator guards etc.*
11. **PRE- RUN CARS WILL BE ALLOWED:** *However, pre run cars will not receive any additional wire, plates or banding. In addition, pre run cars must conform to all rules.*
12. *No spray foam or other materials inside the frame.*
13. *Absolutely no sedagons fresh or pre run. On a pre run wagon, you must get Jacob Gilliam's approval on how you may bring the roof down for vision purposes only.*
14. *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 as if the case of 71-76 GM Station wagons, it must remain on the body and cannot connect to the frame.*

15. *Any blown frame seams, torn frames, safety body repairs must be pre-approved through Jacob Gilliam. If the factory missed a frame weld, you absolutely must show proof and have it approved by Jacob Gilliam. We will not allow a ½" bead of weld over a missed seam.*
16. **Following the heat, you cannot wedge a car.**
17. **No grind marks on the frame outside of areas that the rules state that you can weld plates. Ex, bumper bracket, a arm bracket, crossmember plate, hump plate. Attempts to blatantly cheat and hide it may result in an automatic loading of the vehicle.**

03 AND NEWER

1. *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 ¾"... in diameter.*
2. *All 03 and newer cars must use a factory aluminum engine cradle*
3. *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 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.*
4. *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.*
5. *****NEW***** *Any OEM Car or truck Steering rack may be used. The steering rack must bolt on the factory two aluminum cradle bolts either directly or via a bracket that bolts to the factory two aluminum cradle bolts. This bracket cannot be attached to anything other than the rack, the two cradle bolts and the SMW bolt in. The bracket cannot encapsulate the rack. This is not a rack protector, it is simply a mount. If deemed to be used in any other fashion it will not be permitted.*

DRIVETRAIN

1. Any engine and transmission STEEL BELL HOUSINGS, Ultra Bells are permitted. Steel

Tail-shafts ARE PERMITTED.

2. Transmission cooler permitted in cockpit tightly secured.

3. A basic 1/2" max lower cradle front plate and pulley protector permitted.

4. **No transmission braces of any kind, No Distributor protectors, No mid plates, No connecting bars**

5. **If an adapter plate is required for transmission to engine, it must be pre-approved by Jacob Gilliam.**

6. Carb halos are permitted but must bolt to front plate come up over top of engine and only attach to the back head plate. The attachments of the halo cannot strengthen the car in any way other than to protect the financial investment of the carburetor.

7. Pinch style header protectors are permitted. You header protectors may be attached to the halo.

8. Transmission must have an OEM Style mount to attach it to cross member. MOUNT MUST BE OEM NO SOLID MOUNTS WILL BE PERMITTED. NO AFTERMARKET MOUNTS, MUST BE OEM OR YOU

WILL NOT RUN. AN OEM URETHANE MOUNT OEM REPLACEMENT FROM THE PARTS STORE IS

ACCEPTABLE.

9. Must have a 1" gap from any part of cross member to frame with exception of mounting to side rail as per rules.

10. **Absolutely, no solid motor mounts, motor mounts must be OEM or oem replacement style that must contain a polyurethane or rubber insert. On OEM style mounts you may spray foam to help hold rubber bushing in place. 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

ENGINE CHAIN RULE one chain per side of engine cradle to top of engine saddle!!!! If deem to strengthen car in any fashion you will lose it, this is for engine safety, top of engine saddle only. YOU MAY WELD 2 LINKS TO THE TOP OF THE ENGINE SADDLE, CANNOT WELD TO OR OVER THE COIL POCKET SEAM....TOP OF ENGINE SADDLE ONLY. NO WRAPPING OF CHAIN.

11. Slider driveshaft permitted

12. Any 5 or 8 lug rear

Nothing with bracing may attach to the package tray or body. Axel 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.

Rear end bracing cannot be formed with hump to prevent collapsing.

You may have 2 bump stops on top of the rear directly under packing tray to keep the car height from traveling below 14". These bump stops can be a maximum of 4"x4". Not under the hump or frame rail.

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) Transmission MUST have an OEM mount, even if mount doesn't have a bolt in it holding it to cross member.

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 must be 1" away from the crossmember, either above or in front of crossmember.

15. **ABSOLUTELY NO SUPPORT OR BELLY BARS FROM CROSSMEMBER.**

16. **ABSOLUTELY NO RATCHET STRAPS ARE PERMITTED ON ANY PART OF THE ENGINE OR TRANSMISSION, TRANSMISSION CROSSMEMBER ETC. NO EXCEPTIONS, THIS INCLUDES BEFORE AND AFTER HEATS.**

ALL CARS:

When using aftermarket pedals, plates for pedals or battery box may not exceed 20"x 20" 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.

THE PEDAL PLATES AND BATTERY BOX MUST BE A MINIMUM 2" AWAY FROM THE FIREWALL MOUNTS AND CANNOT BE CONNECTED TO THE BODY MOUNT AREA IN ANY FASHION. We must be able to properly determine that the pedal plate or battery box is not linked to the firewall mounts in any fashion.

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

*****BUMPER HEIGHT WILL BE MEASURED BEFORE YOU ENTER THE TRACK, DO NOT CHANGE IT AFTER INSPECTION.**

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".
5. 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.

6. 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"x 2" 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.

7.. 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 CUTTING THE BUMPER BRACKET ON AN ANGLE. HOWEVER, AT NO POINT CAN THE BRACKET BE LONGER THAN 12".

BUMPER BRACKET CANNOT BE UTILIZED IN PARALLELOGRAM FORM.

8. Bumper mounting for front and back bumpers

71-76 GM WAGONS- THE REAR BUMPER FROM FACTORY IS ON THE BODY NOT THE FRAME THEREFORE IT MUST REMAIN THIS WAY. IT CANNOT BE RELOCATED TO THE BACK OF THE FRAME. CALL FOR CLARIFICATION FOR BUMPER BRACKET PLATE.

9. 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.

10. 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

11. you may use ¼" 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 ¼" 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. FACTORY LEAF SPRUNG CARS:

Leaf springs must be located in the factory locations, meaning must bolt on factor hangers, through leaf spring eyes with no modification from where the factory intended. You may have up to 7, 3/8" leaf springs, must have a 2" front and a 2" back stair step. No additional shims, clamp kickers etc.

(4) 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 HOWEVER YOU MAY ONLY HAVE THE FACTORY WRAP CLAMPS NO ADDITIONAL.

6. Upper A arm may be welded Either with a single pass 4" bead 1 per side or use a 4" x 4" X ¼" 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. **A ARM Plates may be used in parallelogram form, 4" top to bottom, 4" side to side with the furthestmost points exactly 7".**

*******Nothing can be welded underneath the A ARM, this includes fix it plates*******

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 (ONE OR THE OTHER NOT BOTH) 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.

8. Ball joint rings may not weld to frame OR COIL POCKET, only a-arm.

NO DROP STYLE BALL JOINT RINGS. A STANDARD CIRCLE RING ¼" MAX THICKNESS. RING CAN BE NO HIGHER THAN 1" ABOVE THE BALL JOINT.

Big PIN style ball joints are approved.

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

CAST IRON LIFT SPINDLES ARE OK.

10. Factory spindles may have 1 per spindle 6" x 2" x ¼" max plate on spindle to reinforce it.

11. 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 THE FACTORY SWAY BAR FOR THE CAR FRAME YOU ARE RUNNING.

*12. **NO HUMP CHAINS OR WIRE, NO EXCEPTIONS INCLUDING PRE RAN CARS*

13. 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.

If using a watts link kit the uppers must be bolted in the packing tray and the lower brackets must be on the inside of the frame rail closest to the driveshaft tunnel

If you wish to move your lower trailing arm to the outside of the frame, you must do so using the factory watts link bracket in its factory location. Call for clarification.

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

1. **No FWD conversions, NO FRAME CLIPPING UNLESS REPAIR IS APPROVED. MEANING NO INTERTWINING TWO GENERATIONS OF FRAMES. EXAMPLE: 1980-2002, 2003- 2011, YOU CANNOT CLIP A 1999 WITH A 2003-2011 REAR STUB. MUST REMAIN EXACT MAKE, MODEL AND GENERATION. IN REGARDS TO 80S AND NEWER, We are defining two generations only. 1980-2002 and 2003-2011.**
2. **no filling in factory holes**

3. ALL CARS MAY SEAM WELD THE TOP MAIN SEAM FROM THE FIREWALL MOUNTS FORWARD 1/2" BEAD MAX TOP MAIN SEAM (**NOTHING WELDED ON COIL POCKET**) ONLY ANY OTHER FRAME SEAM WELDING MAY GET YOU LOADED
4. 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
5. NO PLATING, NO STUFFING OR PINNING
6. Rear frame may be dimpled or cut for rolling
7. **You may only shorten the front frame section to the front edge the factory core support mount hole, anything shorter will not be permitted to run. No moving of the core support mount. IN THE CASE OF CARS THAT HAVE MORE THAN TWO, YOU MUST FOLLOW THE RULE BASED OFF OF THE TWO FURTHERMOST FORWARD MOUNTING POINTS.**
8. 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.
10. ***** NO HUMP PLATES ON LEAF SPRUNG CARS!!!**
11. No painting or undercoating on frames. No putty.

BODY MOUNTS

1. All body mounts may be changed to 5/8" BOLTS MAX 6" LONG
2. 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.
3. 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" tall 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.

4. *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*
5. *YOUR CORE SUPPORT SPACER MAY BE WELDED TO THE SIDE OF THE FRAME IMMEDIATELY BEHIND BUMPER, BUT MUST BE IN THE FACTORY CORE SUPPORT HOLE LOCATION, NO SHORTER*
6. *Rust repair is limited, ALL MUST BE PRE-APPROVED. CALL*
7. *ABSOLUTELY NO AIR HAMMERING OR SHAPING OF FRAME*

BODY

ABSOLUTELY NO SHORTENING OF THE REAR BODY. IF A PRE RUN CAR NEEDS EXTENSIVE REPAIRS PLEASE CALL AND GET APPROVAL FIRST.

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 1/4" 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.

******MUST BE A FACTORY TRUNK LID, NO HOODS USED AS TRUNKS**

5. **MANDATORY TRUNK INSPECTION HOLES>. 2" holes one per side of truck 10" each.** *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 1/2" 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.***

The horizontal trunk floor may not be manipulated in any fashion. *ABSOLUTELY NO CUTTING AND REWELDING THE TRUNK FLOOR, TRUNK SEAMS OR ANY OTHER BODY SEAM FOR THAT MATTER.

***THE BOTTOM OF THE QUARTERS CAN BE REMOVED OR CUT BUT CANNOT BE FOLDED UNDER TRUNK AND BODY BOLTS RAN THROUGH THEM. THE QUARTER MUST REMAIN OUTSIDE THE WIDTH OF THE FRAME RAILS AND MUST FOLLOW ALL OTHER TRUNK RULES.**

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 LID 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.

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. **DRIVERS SIDE ONLY NOTHING ON PASSENGER SIDE**

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 AND transmission tunnel, side bars may not extend past the firewall in the front and must stop at the rear kick panel (call for clarification)

No 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 be 2"x 2" or less. 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. SPECIFICATION: THE ENTIRE DOWN LEG MUST BE BEHIND THE ENTIRE DASH BAR. DOWN LEGS MAY ONLY ATTACH TO THE SIDE RAIL, NOTHING ON THE BOX

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 AND IMPERIALS must stop in front of the rear axle AND ALL PACKING TRAY CARS THE GAS TANK PROTECTOR MUST STOP AT THE PACKING TRAY AND CANNOT BE BUILT UP AND OVER THE TRUNK.

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"x 2" 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 5 X 5 PLATE MUST BE POSITIONED WHERE THE FACTORY TRUNK/ SPEAKER DECK SEAM.

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

Radiators

No water boxes. OEM or Aluminum Rads permitted. 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

FOR RULES CLARIFICATION CALL JACOB GILLIAM AT 614-315-7468. PLEASE CALL, DON'T JUST ASSUME. AS A BACKUP YOU MAY CALL TJ MCCULLOUGH 301-707-6870. PLEASE ALLOW 24 HOURS FOR A RESPONSE. IF CALL IS MISSED PLEASE TEXT YOUR NAME CLASS AND A GOOD TIME TO RETURN THE CALL.