

GENERAL RULES

- Registration and release forms must be completed prior to inspection. Entry must be paid prior to inspection.
- If car fails inspection you may be allowed to make corrections. If you are unable to complete corrections or decline to make corrections your car will be disqualified.
- Entry fees are non-refundable and must be paid before inspection.
- Car numbers are on a first come basis. Car numbers must be visible, dark colors on light colors, vice versa, 12-15" tall and at least 2" thick for scoring and judging purposes
- Drivers must be 16 years old. ID required.
- All 16 and 17 year olds planning to drive in any event must have a release form signed by a parent or guardian and notarized prior to being eligible to race.
- Only one support vehicle per registered car.
- Car entry fees covers two people entries, all other crew members will be \$20 each
- **No alcohol allowed in pits.**
- Drivers meeting mandatory.
- **Only driver is allowed in inspection area no other spectators allowed. Check in will be an open window before inspection by class. Driver must have inspection paperwork before entering in line inspection**
- If we have more than 12 entries in any class we will split into heats so please come prepared; this will be decided on the day of the event by the head official.
- A DRIVER SAFETY BELT, SAFETY HELMET, LONG SLEEVE SHIRT AND LONG PANTS (NO SHORTS) MUST BE WORN DURING COMPETITION! Fire suits and neck braces are highly recommended.
- No passengers allowed
- Halo or roll bar mandatory in EVERY class.
- Ignition Kill Switch must be labeled clearly and accessible from outside the vehicle in case of emergency
- Exterior driver side door protection mandatory for every class
- All frame patches must be painted white with a ½" hole drilled in the center to determine thickness.
- Cars may be re-inspected at any time by the judges. If cars are found with any patch/welding not allowed in that particular class the patch/welding must be completely removed to pass inspection.
- All drivers and pit crew members must attend the drivers meeting. The person that signs as the driver must be the driver for the event.

-Protests – If there are any protests there will be a \$50 protest fee that will be refunded if the protest is upheld. If the protest is unsuccessful the protest fee will be awarded to the protested party

-Interior bars that are within reach of driver must be covered in padding

ALL DECISIONS MADE BY JUDGES ARE FINAL!!!

DRIVING RULES

1. Driver safety is the utmost priority, protect yourself and others at all times
2. Drivers must make a hit every 60 seconds and hit must be aggressive.
3. A car with 3 wheels out of bounds will be disqualified.
4. Hitting driver's door is not allowed, however with this type of competition we understand it may happen. If the officials feel it was an incidental driver's door hit you will be warned once. If it happens again, you will be disqualified for the heat.
5. Car fires - We will let you run as long as we pass a safety check and the driver is ok.
6. If the last two cars in the main event become stuck together for a one minute period and are unable to separate on their own, the judges will make every attempt to separate the cars carefully, so as not to inflict damage to either car so that they may continue the first place battle to provide the audience a great show. The race will conclude when one car is no longer able to continue or the driver raises his flag in submission. If a single hit the last one to make a hit they will be declared the winner.
7. Cars must remain in arena until heat is done. Any prize money will be forfeited if car leaves early.
8. If any individual approaches a derby judge while the derby is in process the derby will be stopped and that individual will be removed along with any car that individual is associated with and all money winnings will be forfeited.
9. Sandbagging is not allowed, you will receive one warning, second warning you will be disqualified.
10. Team driving is not allowed.
11. "MAD DOG" Prize Money Bonus will be awarded to the most aggressive driver as deemed by the judges
12. **No hot rodding in the pits.**

Limited Weld

1. Driver safety is highest priority. Protect yourself and others
2. Any American made car can run with the following exceptions; No 4x4's, ambulances, hearses, trucks, limousines, etc.
3. NO SWAPPING OF FRAMES, MUST BE STOCK.
4. Wagons must have rear window with a minimum of 14" tall by a maximum of 4" wide at normal window opening. Please message with questions or approval

CAR PREPARATION

1. No frame modifications unless specified by class
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from the car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered. Battery box must be made of metal.
6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number. You cannot use the roof sign to strengthen the car.
7. You must use a radiator and it must be in stock location.
8. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
9. You can run shifter through the floor, and you can have a switch panel. 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.
10. You may cut wheel wells for tire clearance. Fenders may be bolted together, or you may roll your fender once and weld them. You may do one or the other not both.
11. No radiator guards in front of or behind radiator. No spray foam can be used around radiator and the supports.

TIRES

1. Tires no bigger than 17 inch rim
2. No split rims
3. No studded tires.
4. Foam filled or doubled tires are OK—we don't want any flats!!!
5. Valve stem protectors are OK. Tires may be screwed to rims.
6. No bracing or bead locks on the outside of the rims.
7. Agricultural/Directional Tires are allowed.

MOTORS & TRANSMISSION

1. Use motor of choice, motor must be in stock location.
2. Transmission pan and engine oil pan may be plated for protection. ¼" plate maximum and this plate must be same width and length of pan only and welded to pan only.
3. Transmission crossmember may be moved and located to mount to transmission tailshaft housing mounts and can only be a maximum of 2"x3"x 1/4" rectangular tubing. Tubing may be welded or bolted to frame rails.
4. Motor plates are allowed, 3/8" thick maximum. 4"x6" plate maximum to mount to the cross member.

REAR DIFFERENTIALS

1. Use rear end of choice but must be no more than 8 lugs
2. No agricultural rear ends
3. You can tilt rear end if you wish.
4. Welded or posi-track highly recommended.
5. Slider drivelines are acceptable.
6. Axle Savers are allowed

FUEL SYSTEM

NO PLASTIC FUEL TANKS WILL BE ALLOWED!

1. Original gas tanks must be removed. You must use a boat tank or well made metal fuel cell (7 gallons maximum), and it must be properly secured and covered.
2. Only metal tanks may be used. Fuel line must be secured and fastened properly, metal line is highly recommended with a maximum of 8" of rubber line on either end. Fuel lines must run inside the car and be protected. Keep away from exhaust.
3. Place fuel cell behind the driver's seat or in the center of the car where the backseat was. No other source of gas inside the car at all. No gas tank or gas line may extend past the rear seat area of the vehicle.
4. Transmission coolers are allowed. These coolers cannot be placed to reinforce the car.

WELDING

NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!

1. All doors must be chained, wired, bolted or welded shut. Drivers door may be welded inside and outside. Drivers door may be welded shut with strap no bigger than 3" by 1/8" thick on the outside seam. **You must reinforce your driver's door with a minimum of 1/8" plate and may not exceed 6" past each drivers door seam. We strongly suggest plating the whole door. In this type of competition all drivers doors will take some type of hit during the event. We want you to

be safe and protected behind your reinforcement. ALL OTHER DOORS AND TRUNK MAY BE FULLY WELDED WITH 3" BY 1/8" STRAPPING OR 1/4 INCH ROD FOR FILLER IS ALLOWED.

2. Firewall forward you may also weld two 1/4" solid beads on frame seams only over existing manufacturers weld. MUST LEAVE ONE FRAME HOLE OPEN FOR INSPECTION IN FRONT OF FIREWALL ON EACH RAIL. No welding of coil bucket seams.
3. Core support spacer must be square tubing maximum of 2"x2" - 1/4" welded to top side of frame. DO NOT WELD THIS SPACER TO BODY. NO all thread protectors allowed.
4. FRAME PATCHING ALL frame patches will be painted WHITE and have a 1/2" drilled to determine thickness, all frame patches 1/4" max thickness, must be done or you will NOT pass inspections. Allowed 12" firewall forward, 6" behind front of front door seam and 12" hump plates. All patches and hump plates behind firewall will be mounted on the outside of the frame. NO patches can exceed the width of the frame. Fresh or preran cars can have patches.
5. CAGE For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. You may run a bar connecting the dash bar and seat bar inside of the front doors only, minimum of 3" in diameter and a maximum of 8" in diameter.
6. You may weld two down bars from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seam and may only be welded to the top side of the frame. These bars cannot exceed 2"x3".
7. You must have a halo bar or rollover bar behind the seat, which must be welded to the floor or frame 2 vertical down bars maximum and may be welded or bolted to the roof. You may also weld a steering column to the cage.
8. Front or rear bumpers may use any factory inner and outer automobile bumper or 5" X 5" 3/16" square tube with open ends and nothing inside.
9. Bumpers can be no wider than tires front and back.
10. Bumpers may be mounted with any automobile bumper bracket and shock mounted on one side of frame extending no farther back than the first 12" of frame, can use 4" X 4" 1/4" plate to mount bumper to the shock or 12" of 1/4" plate with 4" wrapped around front to mount bumper, this plate can NOT exceed the width of the frame. Pick ONE mounting method only.
11. Rear bumpers may two straps 2" x 3/8" thick may be welded from trunk to the bumper. When welding these straps to either side, only a total of six [6] inches may be welded to hold it onto the bumper or trunk on either end.
12. Front bumpers can two straps 2" X 3/8" thick strap welded 6" on bumper and 6" on radiator support. The bumper brackets must be touching the bumper.
13. TRUNKS You can fold hoods or trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges.
14. Trunk lids must have a 12 inch hole cut in the center of trunk for inspection purposes, inspection hole may have 3 -3/8" or less bolts and 1.25" diameter washer bolting the two layers back together.
15. YOUR TRUNK LID MAY BE V'D IN THE CENTER , BUT MUST REMAIN AT LEAST 8" OFF THE TRUNK FLOOR, the 8" will be measured from the top of the frame rails not the spare tire hole. If you tuck the trunk lid to the trunk floor you can only use 12" from the end of the trunk cavity and a total of 24" to attach to the floor in a 6" on 6" off welding pattern.

16. 2 - 1" All-thread may go from the trunk lid to the frame or trunk pan vertically, If it passes through a body mount hole you must have a 1" spacer between the body and frame. You may weld all thread to side of frame vertically not to exceed the bottom of frame.
17. You may have plates for trunk tie down sheet metal to sheet metal only a maximum of 4" x 4" - ¼" square. No plates welded to frame.
18. Trunk lids may be chained/ wired/welded/ bolted from sheet metal to sheet metal. No welding trunk to bumper. All doors and trunk can use 3" by 1/8" strapping or ¼ rod for filler to weld seams.
19. HOODS - Hoods must have at least a 12 inch square hole over air cleaner cut out in case of fire. Any holes in the hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 12 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts. You may have up to four 1" all-thread with 4" X 4" square or round washers on top to hold the hood down, all thread may go from the hood to the frame and be bolted or welded. All thread can not attach to sub-frame. All hood bolts must be placed outside the windshield bars. All bolts must be vertical. No welding of hood to the bumper. Can also use 3 per side ½" angle iron 6" long with two ¾" bolts. Hood MUST be opened for inspection or large enough cut out to see engine fully for inspection.
20. BODY MOUNTS Body mount bolts and spacers can be replaced or discarded. No bolts larger than 5/8" with washers no larger than 3".
21. RUST REPAIR/PATCHING You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2" beyond rust. Patching - you are allowed to patch a hole in the passenger side by only using a maximum of 4"x4" patches maximum 18 gauge metal, patches not allowed to touch each other to fill the hole.
22. Suspension must be stock height. Bumper height not to exceed 24" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or frame both front and back.
23. Leaf springs must be stock and made of stock spring material, with a minimum 1" stagger and no springs can be as long as the main leaf. You can only have a total of 8 leaf springs per side, no thicker than 3/8" thick and no wider than 2 ¾" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest. You can re-clamp springs, 4 clamps per side. Homemade clamps can't exceed 2x4x1/4".
24. Coil springs can be changed to a stiffer spring or add a spring. You may run up to 1" bolt from your rear end housing to the package tray no chains will be allowed. You can either bolt or chain your rear end in, DO NOT do both.
25. You cannot change the length of trailing arms to shorten or extend them. Rear control arms must be stock, but can be reinforced. You may weld them solid.
26. Do not raise the suspension any other ways except what is listed above.
27. You can bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount.
28. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wire) from rear end to frame in 2 spots on each side, must go around frame, do not bolt the chain to the frame.

29. We are going to allow you to weld the chain to the side of the frame, for your chains from the frame to the rear end, you can weld one link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame.
30. When attaching leaf spring brackets you will be allowed to use 4x4 ¼" square tubing no longer than 4" to be welded to each side of the frame rail. Do not reinforce factory mounting plates.
31. Tie rod tubes may be manufactured but must stay close to the same length and must mount in the same configuration as stock.
32. Aftermarket spindles are allowed. Do not re-engineer the way the steering components mount to the frame. Only stock car replacement ball joints and tie rod ends are allowed
33. Upper control arms can be welded down with 2"x4" ¼" plate only, no other welding.
34. WINDOW BARS For safety, all cars must have two or three windshield bars extending from the halo bar to the dash bar. These bars cannot be any larger than 2" X 2" SQUARE TUBE OR 3/8" X 3" FLAT BAR you may attach these 2-3 bars to the halo bar and the dash bar only. The vertical bars must be a minimum of 12" apart at the firewall.
35. You may weld a 2" in diameter rear bar from halo bar to first 6" of sheet metal on rear valance panel in the rear trunk area. This bar can only be welded to halo bar and the first 6" of sheet metal on trunk. Wagons must remove all rear decking and seat components.
36. All other rules above must be followed.

LIMITED WELD COMPACT'S TO FOLLOW LIMITED WELD

FULL SIZE RULES EXCEPT:

1. Only 4 and 6 cylinder engines are allowed
2. Wheelbase is not to exceed factory 108", NO modifying the wheelbase to 108".
3. No full engine cradles "only lower cradles allowed that can attach to the front of the engine, all other motor mounts must be stock in compact class." Carburetor and header protector can only mount to the engine.
4. Transaxle lower cradles allowed
5. Factory four wheel drive vehicles will be allowed as long as one drive line is disconnected making it a two wheel drive.

STOCK

Any American made car can run with the following exceptions 4x4's, ambulances, hearses, trucks, limousines, ...NO SWAPPING OF FRAMES or BUMPERS, MUST BE STOCK (OEM) per make of vehicle. Chrysler pointy only allowed on year 74', 75', or 76' Chrysler Imperial, or Chrysler New Yorker year 76', 77', or 78'. NO homemade bumpers.

CAR PREPARATION

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from the car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
7. You must use a radiator and it must be in stock location.
8. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to Stop it will not be inspected.
9. You can run shifter through the floor, and you can have a switch panel. 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.
10. You may cut wheel wells for tire clearance
11. No radiator guards in front of or behind radiator. No spray foam can be used around radiator and the supports. TIRES Tires no bigger than 16 inch, No split rims, No studded tires. Foam filled or doubled tires are OK—we don't want any flats!!! Valve stem protectors are OK. Tires may be screwed to rims.

MOTORS & TRANSMISSION

Use motor of choice motor must be in stock location. Pick one option for trying your motor in: Chain motor down 1 loop per side Cable motor down 1 loop per side Lower engine cradle with weld in mounts No distributor protectors!

REAR DIFFERENTIALS

Use stock rear end. NO FULL FLOATER REAR ENDS. You can tilt rear end if you wish. Welded or posi-track highly recommended.

FUEL TANK, OIL COOLERS, & TRANSMISSION COOLERS

- Original gas tanks must be removed. You must use a boat tank or well made fuel cell (7 gallons maximum), and it must be properly secured and covered. Only metal tanks may be used.
- Fuel line must be secured and fastened properly. Keep away from exhaust.
- Place fuel cell behind the driver's seat or in the center of the car where the backseat use to be. No other source of gas inside the car at all.
- Engine coolers are allowed. These coolers cannot be placed to reinforce the car.

-You can run one 3" square or round gas tank/transmission cooler protector. It cannot attach to anything other than your backseat bar. It must be centered between frame humps. It can not exceed 48" in width attached to seat bar and must angle to 24" in width at the rear and must be a full 3" from rear sheet metal in the second seat area. Maximum length of this protector is 24". No added bracing.

WELDING

-Driver's door and door protection can be welded solid, driver side door protection can go no farther than 6" past driver side door seams. Outside driver side door protection mandatory!

-CAGE For driver's protection, you may weld a bar behind the seat from doorpost to doorpost MAXIMUM 6" INCHES WIDE, 1/4" 12" x 12" plate to attach to each side of door seam behind seat. Do not connect directly to frame. You must have a halo bar or rollover bar behind the seat, which must be welded to the SEAT BAR with 2 vertical down bars maximum and may be welded or bolted to the roof halo bar.

-You are also allowed a maximum of 4"x 4" passengers door bar, firewall bar and drivers inside bars for protection this can only be welded to each other and attached to seat bar.

-No down bars are allowed from the 4 corner safety bars.

BUMPERS

-Bumpers must be stock (oem) bumper for the make of vehicle you are building.

-Can weld bumper to bumper bracket and bracket to frame.

-No welding bumper to the body in any fashion.

-Bumper height not to exceed 24" to the bottom of the bumper to the ground and much be a minimum of 14" from the ground to the bottom of the bumper or frame both front and back.

-Bumpers must be in stock location.

-No seam welding, and no Chrysler pointy or homemade bumpers.

TRUNK/HOOD/DOOR SEAMS

-CAN USE 1 LOOP OF 3/8 CHAIN IN 2 LOCATIONS OR 2 WRAPS #9 WIRE IN 2 LOCATIONS.

TRUNKS - Stock position of all trunks. Do not slide your trunk forward or back, trunk must remain on hinges.

-Trunk lids must have a 12 inch hole cut in the center of trunk for inspection purposes.

-Can have 2 ea. 1 inch all thread from trunk to frame. Maximum washer size 4 inch by quarter inch.

HOODS - Hood must have at least a 12 inch square hole over air cleaner cut out in case of fire.

-Do not slide your hood or trunk forward or back, trunk and hood must remain on hinges.

-Can have 2 ea. 1 inch all thread from hood to frame. Maximum washer size 4 inch by quarter inch.

BODY MOUNTS

-Body mount bolts and spacers must be stock size and material.

SUSPENSION

-Suspension must be stock height.

-Bumper height not to exceed 24" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or frame both front and back.

-Leaf springs must be stock and made of stock spring material. Do not raise the suspension in any other way. -Do not re-engineer the way the steering components mount to the frame.

-Only stock car replacement stock ball joints and tie rod ends are allowed; no pickup or van tie rod ends. **FENDER WELLS**

-Fender wells may be cut and rolled for wheel clearance.

CAR NUMBERS

-A roof top sign shall display your registered car number with letters 12" tall by 2" thick.

-Drivers and passenger doors shall display registered numbers 16" tall by 2" wide. Light on dark, dark on light.

THE ONLY NON STOCK PARTS ALLOWED

-Lower engine cradle with weld in mounts

-Shifter

-Headers

-Transcooler

-Fuel pump

TRUCK RULES

We will be using the full weld full size rules unless specified in this addendum.

- ½ ton, ¾ ton trucks, 1 ton trucks, suburban, carryalls, blazers, scouts, and Broncos will be accepted. Either 2 or 4 wd models. 4wd must remove one driveshaft.
- Trucks must have a protective cage inside the driver's compartment. This consists of a dash bar, a bar behind the seat and a bar on either side connecting the two. ROLLOVER BAR REQUIRED. Rollover bar may be laced behind the cab mounted in the bed. 2 bars may angle back and down to the bed but they must not be welded to the frame and they cannot go back past the differential.
- Original bed mounting bolts may be removed (and rubber bushings) and may be replaced with up to 1" bolts with 4" washers. Bed can be bolted directly to the frame. No welding. Bed may be welded to cab with 2"x1/8" material and to tailgate with minimum added metal.
- Coil to leaf conversions allowed. Must be converted with minimal modification to frame. Max 9 leaves and must have at least 1" stagger. 3 clamps front/3clamps rear differential. Springs no thicker than 3/8" thick and no wider than 2 ¾" wide.
- Inner fenders may be WIRED to frame. Wheel well openings may be cut for clearance and bolted with up to 7 3/8" bolts or welded.. One length of chain will be allowed between frame rails. Chain must be located between rear axle and rear bumper.
- Same rules apply for gas tanks but if you need to, you can mount gas tanks in front center of the bed. Must have a splash guard. Must have a fuel tank shut off at tank
- Up to 17" rims will be allowed.
- All engines must have the front spark plug even with or in front of upper ball joint.
- Bumper - Bumpers are interchangeable. Any automotive bumper and bumper brackets may be used on any car, but no more than one set of bumper brackets may be used. You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with ½" bolt or less, and it must be done vertically. - ** No brackets are allowed to extend any further back than the front most part of your top-front a-arm bracket factory weld. Instead of using bumper brackets you are allowed to use 1- 4" wide x 3/8" thick strap extending from your bumper down one side of the frame and cannot extend any further back than the very front most part of your top-front a-arm bracket factory weld. The portion of this 3/8" strap welded to the frame will be measured against the 48" inches of ¼" strap allowed for frame repair. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape this is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point. Do not abuse this rule you will cut it. You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid we do not want them coming off. Bumper height not to exceed 24" from the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper. Bumpers must be in stock location. Front and rear bumpers may have 4 loops of wire, or Two straps 2" x 3/8" thick may be welded from the hood and trunk to the bumpers. When welding these straps to either side, only a total of six [6] inches may be welded to hold it onto the bumpers or hood/trunk on either end. - If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" Overall the bumper cannot exceed 12" wide at the tip of the point. {measured front to rear} The point may only extend out 4" from the flat part of the bumper. Bumper not to exceed center of tires in length The bumper must be mounted completely in front of the frame rails.

Compact/mini trucks will use these rules No full size trucks in mini/compact trucks Mini trucks are allowed V8's Examples: Can use Chevy S-10 truck or blazer, Ford ranger or explorer, Dodge Dakota, and Toyota Nissan mini trucks, etc.

LIMITED WELD COMPACT'S TO FOLLOW LIMITED WELD FULL SIZE RULES EXCEPT:

1. Only 4 and 6 cylinder engines are allowed
2. Wheelbase is not to exceed factory 108", NO modifying the wheelbase to 108".
3. No full engine cradles "only lower cradles allowed that can attach to the front of the engine, all other motor mounts must be stock in compact class." Carburetor and header protector can only mount to the engine.
4. Transaxle lower cradles allowed
5. Factory four wheel drive vehicles will be allowed as long as one drive line is disconnected making it a two wheel drive.