

Crash Fest Express Promotions No-Weld Rules

Crash Fest Express Promotions 2015 No-Weld Car Build Rules

Disclaimer to car builders and drivers: IF IT DOES NOT SAY YOU CAN DO IT WITHIN THESE RULES, DO NOT DO IT. ALL CARS FOUND TO BE ILLEGAL WILL NEED TO BE CORRECTED TO PASS OFFICIALS INSPECTION, CARS THAT DO NOT PASS INSPECTION WILL NOT RUN AND HAVE TO BE LOADED.

FULL SIZE CAR CLASS ONLY:

A. Any Car, Age or Model may be entered as long as it is not a Pickup, Truck, El Camino, Ranchero, Convertible, Van, SUV, Ambulance, Hearse, pre 1974 Imperial or Imperial frame, Suicide Lincoln or 2003 or newer Ford.

1. CAR PREPARATION

A. All flammable material located in the interior of car such as the dash, head liner, seats, door panels, insulation and carpet must be removed.

B. All glass must be removed from the car including the headlights, side glass, front and rear glass, tail lights, and all broken glass must be removed.

C. The original fuel tank must be removed. A metal container or plastic fuel cell will need to be located in the interior of the car, the tank must be mounted in the back seat area (mounting the fuel cell up off the floor to the seat bar is highly recommended). Do not bolt the fuel cell to any frame or unibody components, must be floor sheet metal tin only. **If you choose to use a plastic container it must be a fuel cell, PLASTIC OR STEEL GAS CANS WILL NOT BE ALLOWED, IT MUST BE SAFE.** No creative tanks to reinforce the car allowed, period. Plastic fuel cells must be protected in a steel container on all sides except for the top side. All fuel cells must be covered to prevent the splashing of fuel in the car (rubber inner tube or other non-flammable material is highly recommended for a fuel cell cover). **8 gallons of gasoline fuel cell will be the maximum permitted size.** The fuel cell must not leak. **(No Exceptions)**. All fuel lines located in the interior of the car must be covered for your safety. **(No Exceptions, Officials decision is final)**. For your safety a gas tank protector will be allowed and must be mounted to the rear seat bar and the GP or tank may not extend any closer than 4" from rear seat tin directly below and ahead of the speaker deck and must not extend any closer than 12" from the inside of either rear door sheet metal. Do not pound the sheet metal from its stock location near this gas tank protector or the gas tank protector will be removed. Anything that does not fall within the above described gas tank protector rule will have to be changed.

D. All chrome, pot metal, door and window handles must be removed from the interior and exterior of car. A pad on the inside of driver's door for protection is highly recommended.

E. The battery must be re-located to the inside passenger side on the front floor. **THE BATTERY BOX MUST BE SECURELY FASTENED TO THE FLOOR TIN ONLY WITH BOLTS OR WELDING AND MUST BE IN A METAL CONTAINER, wood or plastic battery containers will not be allowed for the battery box.** Battery must be covered with rubber inner tube or other non-flammable material. Do not bolt or weld box through the frame, cross member or body washer.

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F. After market Transmission coolers may be used and must be mounted inside the car (transmission coolers must be safe) and must be securely bolted or welded to the floor tin or seat bar only. All transmissions coolers and lines in the interior of the car must be covered with non-flammable material. Do not bolt or weld cooler through the frame, cross member or body washer.

(Officials decision is final).

G. After market or homemade floor shifters may be used.

H. The engine cooling system (radiator) must remain in stock position and the heater core is to be disconnected or completely removed. No water barrels allowed or any other types of auxiliary engine cooling allowed.

I. A driver's safety belt is mandatory and must be in working order. A 5 point harness and racing seat is allowed. For safety a ¼" plate under your driver's seat is highly recommended to prevent axles and debris from entering the car body below drivers seat and spearing the driver. This seat plate must be bolted to floor tin only, no welding and must not be bolted to frame, body washer or cross member. **A Fire suit or fire jacket and pants is required, a DOT approved helmet with face shield is also required and Safety glasses are highly recommended for eye protection.**

J. Cars must have a bounce in the suspension (**NO SOLID SUSPENSION**)

K. We don't want flat tires. Solid or foam filled tires are allowed, along with valve stem protection. 1" oversized lug nuts are allowed. 8" weld in wheel centers max are allowed with no other rim reinforcements. These 8" wheel centers will be measured from the center of the hub/axle and must not exceed more than 4" inches in diameter from these either these locations. **No bead lock or full disc wheel centers will be allowed.**

L. Must be able to open hood for tech inspection. Hood must remain in stock location and must be the hood that came with the car body type. Excess front fenders may be pre-bent and bolted to the radiator core support with a maximum of four 3/8" bolts per front fender.

M. Changing of rear ends is allowed but must follow these rules. Hybrid axles are allowed, pinion brake and axle savers are allowed. Weld in wheel centers are allowed on rims but may not exceed 8" in diameter. Rear ends may have bracing on the rear-end housing and may not strategically reinforce the frame or will be cut. **Rear-end must be a single wheel rear end and 8 lug rear-ends will be allowed with a maximum sized 15" tire only.**

N. Rear Factory Control arms on coil spring cars may have minimal re-enforcing. You may lengthen or shorten the rear control arms to adjust rear-end pitch, minimal **filler material allowed on rear control arms**. Rear-end mounts on leaf spring cars must remain in stock location but can be adjusted for rear-end pitch.

O. Front and rear wheel wells may be bolted directly above the diameter of the tires with up to a maximum of 6 3/8" bolts in each wheel well on outside of car body only. **FENDER TIN MAY BE CUT AND ROLLED ABOVE EACH TIRE BUT DO NOT WELD OR BOLT ROLLED TIN.**

P. Two loops of #9 wire behind rear axle housing extending from frame rail to frame rail will be allowed to be braided. **Chain or cable will not be allowed.**

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1A. FRAME & BODY RULES

- A. Frame and car body must be STOCK other than what is specifically allowed in these rules: You will be allowed to weld a total of 12" of factory frame seams from the A Arms rearward with a ½" wide weld bead maximum per frame rail **NO FRAME OTHER FRAME SEAMS ALLOWED TO BE WELDED.** The frame must be the frame that came with year of the car body. No frame or body alterations allowed other than what is allowed in these rules. No frame or body alterations allowed unless year to year, the exact year of the car body must match the exact year design of the car frame. EXAMPLE; 71, 72, and 73 Chevy must be a 71-73 Chevy frame and body, Y-FRAME Mopar must be Y-FRAME type of frame and body. Frame tilting is allowed but must be frame tilted at fire wall only. If you choose to tilt you do not get more than 12" of frame welding ½" wide weld bead maximum. If you choose to cold bend then the 12" may be used elsewhere. Cold bend or tilt in one location per frame rail only. Do not play games with this rule or you will be loaded, period. **OFFICIALS DECISION IS FINAL.**
- B. Absolutely no re-stubbing of frames front, back or middle. The entire car frame must be of its original stock origin.
- C. No welding of or bolting non factory or factory gussets or frame components to the frame that did not exist as original OEM.
- D. Do not add body mounts to the frame that did not exist from the factory(except the speaker deck provisional body isolator as explained below).
- E. Body creasing will not be allowed unless you choose to beat to collapse and fold a front fender or rear quarter panel. 1 new horizontal and vertical body crease per fender or quarter will be the only type of body creasing allowed. Do not weld the body crease and no other exceptions. Trunks and tail gates on fresh cars and wagons may either be tucked with the 60/40 rule or wedged as explained below but not both. 60% of lid has to remain in stock location if you tuck. If you wedge the center of trunk may be beat down to the speaker deck. Nothing that is torn away from stock location can be welded or bolted back. A 12" inspection hole will have to be cut in the top of trunk lid for inspection and rear quarters must remain in 100% stock location if you choose a wedge. Wedged sedans and hard tops must have nothing bolting the deck lid to the floor pan or frame and all thread may only be sheet metal to sheet metal on wedged cars. **No wedging wagons and No Sedagons either!**

2. ENGINES & TRANSMISSIONS

- A. Any V8, V6 or straight 6 cylinder engine allowed in any car as stated allowed above and must be mounted in stock location. The stock engine mounts may only be welded to the OEM engine cross member located directly below the crankshaft pulley or engine oil pan. You may weld up to a 2" wide strap by 6 inches long and up to 1/4" thick above rubber part of motor mount on motor down to engine cross member to make them solid. The engine may also be chained loosely to the frame for a secondary mount to help hold the motor in place. This chain may have one link welded to top side of frame only or looped once around the frame and bolted only with no added metal or plate to mount the chain to the frame (**the chain links may not be welded together to create a kicker bar**). This secondary chain may only be mounted in four locations from the engine to the frame. No other means of mounting an

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engine will be allowed (**Officials decision is final**). Pulley protectors will be allowed but may not reinforce the car's frame in any manner. Do not weld pulley protector to sway bar or cross member. Official's decision of pulley protector will be final.

B. Engine cradles may be mounted to an engine and must not have any form of distributor protector on the cradle or engine. Engine cradles may be bolted with two 3/4" bolts maximum and or the engine cradle may be welded at the OEM engine cross member directly below the crankshaft pulley (DO NOT WELD CRADLE TO THE FRAME RAILS).

C. May run electric fuel pump but must be deemed safe and wired with an on/off switch.

D. After market starters, ignition, air cleaners, fans, headers and radiators are allowed. **Home- made radiators or any form of radiator protector will not be allowed.**

E. Fuel lines need to be protected and mounted in a safe location.

F. Transmissions must be mounted in the stock location. **Aluminum Ultra-bell transmission bell housings allowed as long as it does not have brackets connecting to the engine or frame in any location.** Transmission may be secured with #9 wire, chain, bolts or ratchet straps only looped or bolted around the tail shaft to the cross member only. Transmission cross member either has to be the stock OEM cross member that came with the year, make and model of car or it can be replaced with a maximum of a 2"x2"x1/4" cross member. If the non-factory cross member is used it must be located in the OEM factory position of the year, make and model of car. **Also if the non-factory cross member is used you must have a 1/2" pilot hole in the bottom side of the 2x2 on each side of the tranny for us to gauge thickness. If there is not a pilot hole prior to inspection we will cut up to a 1" hole at the inspection trailer with our torch.** One or the other of the above cross member choices may be used not both. One of the above choice of cross members may be mounted to a single piece of angle iron that is to be welded to the frame in the OEM factory cross member mounting location consisting of a 4" long max and 2"x2"x1/4" angle iron welded to the frame. One angle iron cross member mount only per frame rail may be used and must meet above specs and must not be welded to the frame any closer than 6" from the center of the firewall body mount hole measured rearward.

G. No steel bells or transmission protection braces allowed. No skid plates allowed, if you show up with a skid plate you came to the wrong show and will be loaded. However if you would like to take your tranny pan off and weld a 1/8" thick piece of flat metal to the bottom only to prevent the spearing of the pan from debris on the track this will be allowed only if it conforms to the bottom side of the pan and does not exceed the perimeter of the OEM pan. Metal added to the vertical surfaces of the pan will not be tolerated. **No homemade tranny pans and NO OTHER EXCEPTIONS WILL BE ALLOWED FOR THIS.**

H. You are allowed two 4" long by 2" wide by 2" tall by 1/4" thick angle irons per frame rail on top side of frame in the engine compartment with the angle facing up. This angle iron may be used to mount your 4 engine safety chains to and has to be located with one ahead of the a-arm and one behind the a-arm per frame rail and not to exceed 4" ahead or behind the engine block (measured from the heads). **This angle has to be mounted ahead or behind the engine block and not anywhere in between.**

4. BODY MOUNTS MUST BE IN CARS

A. The front two radiator mounts may be removed and have up to 1" maximum all-thread

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installed through the frame along each side of the radiator core support to replace these mounts.

B. You must have at least the factory space between frame and radiator support (you may remove the factory spacer and replace with a solid spacer but the spacer must be the factory width), radiator support cannot be pulled down contacting the frame without a spacer and no welding radiator support to the frame.

C. Two mounts in rear trunk lid or wagon can be installed with up to 1" all-thread maximum size allowed. These two trunk lid mounts or wagon all thread may go down through the frame and be bolted only. **Do not weld these all thread to the frame.**

D. For safety all other body mount bolts may be changed with up to 5/8" maximum size bolts and may not go all the way through the frame, just bolted to the factory location inside the frame. These bolts may only replace the original factory bolts. **No adding of body bolts where there were not bolts before, except for 2 extra bolts in the speaker deck above the humps of rear frame rails. These 2 additional bolts may only go through the shock tower area of the frame and car body sheet metal where from the factory on most cars there was only a body isolator but not a body bolt.**

E. The body spacers must be original or at least factory thickness if original spacer is not useable and the body spacer may be bolted only. **(Welding body spacers to frame or body is not allowed).**

F. The only bolts allowed to go through the frame completely are the two 1" all thread at the radiator core support and the two 1" all thread going through the trunk lid or wagon roof in the choice of 2 of the back four factory body mount holes in frame.

G. 5" square or round maximum sized washers allowed to hold body mounts in the interior floor. 5" square or round washer max for all thread hood bolts and trunk lid and wagon all thread bolts as well. Do not weld these body washers to the floor tin, frame or mount any interior brackets to these body washers.

5. DRIVERS DOOR & WINDOW NET

A. A drivers door window net is allowed for safety (this is optional and a steel window net is highly recommended but not required). The window safety net may only cover the driver's door window area. This window net must be sheet metal to sheet metal only connecting to the top of the window on the door and the edge of the roof.

B. The driver's door seams may be completely welded shut for safety on the exterior seams and may not extend more than 6" past driver's door seam front and back of the door. 4" wide flat strap or 1/2" rod is the maximum sized allowed for welding driver's door seams. Sedan cars may weld the driver's door window bracket to the post/pillar and roof. **(Officials decision for safety of the door is final, it must be safe)**

6. SAFETY BARS INSIDE CARS

A. 1 bar across dash and 1 behind the driver's seat securely welded or bolted in place on the ends of dash and seat bar only and extending from door post to door post is required. The dash bar must be 6" from the back most part of the engine. Also must be located 6" above the transmission tunnel. Do not connect the dash bar to the front window safety straps/bars. Dash bar may not make contact with the back of the motor or you will be disqualified. **Please do not weld the firewall to the dash bar.** The rear seat bar should be located directly behind the driver's seat and welded to the door post no further back than 5" ahead of rear body mount on full frame cars. **(DO NOT WELD SEAT BAR FURTHER BACK THAN WHAT IS EXPLAINED ABOVE, OFFICIALS DECISION IS FINAL).** These door bars and dash/seat

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safety bars must be 2" x 2" x 1/4" thick square or 2 1/2" x 1/4" thick round minimum. These bars may be up to 6" square or round maximum size and must have steel plates welded on the ends of bars to prevent spearing through the door tin. These steel plates may be no larger than 8" square or round on the end of the safety bars. For your safety a gas tank protector will be allowed and must be mounted to the rear seat bar and may not extend any closer than 4" from rear seat tin directly below the speaker deck and must not extend any closer than 12" from the inside of either rear door sheet metal. All cage material may only be mounted in the interior of the car, not inside the door or body structure with the exception of the driver's side. The driver's door bar only may be mounted inside the door structure to allow more room for the driver and door bar.

B. Additional bars connecting the seat bar to the dash bar along the interior of front driver's and passenger door are required to be welded in. These door bars must be securely welded in place for safety. **This is for your safety and it must be safe.**

C. Halo bars are required to extend over the roof or directly under the interior of roof and must be securely welded or bolted to the rear seat bar in a safe manner. Halo bars must extend straight up vertically and may not be angled towards the front or rear. Connecting the halo bars to roof of car directly above the seat bar with up to 4 fasteners maximum is highly recommended for safety. **Halo bars can be welded down below the seat bar to the top side of frame and no closer than 6" from the center of the back seat body mount on 4 door full frame cars only and must be no further than 6" from rear door jam on 2 door cars.**

D. 4 door Mopar cars will not be able to weld their halo bar to the unibody frame as this moves the seat/halo bar too far back. However 4 door mopar or unibody cars may weld their halo bar to the back seat foot pan floor tin only and ahead of the front most part of the unibody frame. You must have a halo bar deemed safe by the officials decision and it must fall within these rules or you will not run.

E. No other down bars, chain, wire or cable will be allowed to be looped, bolted or welded to the frame from the cage or any other component. Just the halo as explained above.

7. DOOR FASTENERS

1. Drivers doors can be welded inside and outside seams for safety and may also have outside door brace on the door skin. Outside door brace must be flat steel only and must conform to the shape of the door skin. This door brace may be welded or bolted to the driver door skin (**welding is highly recommended**). This door brace may not be more than 1/4" thick and must not extend more than 6" ahead or behind door seams max. (**No grader blades, round pipe, square tubing or C channel allowed for outside door brace it must be flat metal only.**)

A. Drivers door may be welded as explained above and all other doors may have two fasteners per door seam as explained below.

B. Fasteners can be up to 12" long x 4" wide x 1/8" thick flat strap maximum welded per door seam or 1 loop of chain, 1 bolt or 2 loops of #9 wire per in two locations per seam. If you choose the flat strap method examples would be: choice of two 6" long or three 4" or one 12" per seam as drivers choices but cannot exceed a total of 12" per seam. Any one of these methods can be used as a door seam fastener.

C. No extra bolts inside doors.

D. Chains or fasteners must be individual, this means no cross chain or wire in an **X** pattern, it must be looped only.

E. Chain or double loop of #9 wire may go around the frame and bottom door seam to secure the bottom door seams (bolts are not allowed through the frames).

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F. One loop of #9 wire may be braided in two locations per full size side window openings only. Do not run this wire in the front windshield, rear windshield or in the windows that are located in the C Pillars on sedans or hard tops. This wire must be looped through the top of roof sheet metal and the top of door sheet metal only and must run vertically and may not be crossed, X'd or connected to one another in any way shape or form. Sheet metal to sheet metal only and no other exceptions will be allowed.

G. Top side of door openings for windows may be hammered down and beat shut but do not bolt, weld or wire these shut with any connectors other than the braided #9 wire allowed to be running vertically to the roof in two locations per window.

8. HOOD & HOOD FASTENERS (8 total)

A. Stock hood hinges do not count as 2 fasteners.

B. Front all-thread 1" maximum may go through the frame and hood along radiator core support on each side and is counted as a two fasteners.

C. The other 6 hood hold down bolts must be sheet metal to sheet metal only and a minimum size of 3/4" all-thread only.

D. Plates may be used as washers on the top side of the hood and the maximum size of hood washer or plate is 5"x5" on all six hood hold down bolts.

E. You may weld a 5" long piece of 3"x3"x1/4" thick angle iron to the hood and fender in place of all thread. These angle irons must be welded the top side of hood and fender only. These two pieces of angle iron may be bolted shut with a maximum of one 5/8" bolt per angle iron bracket and this method counts as one hood fastener. You may use 6 angle iron mounts, stock hinges and two all thread at radiator support (8 fasteners total allowed) or 8 all thread and stock hinges with not angle iron (8 fasteners total as well) . Use any of the above explained hood fastener methods but 8 is the maximum allowed per hood.

F. IF YOU CHOOSE THE ANGLE IRON METHOD TO HOLD HOOD SHUT YOU MAY NOT USE A 5" PLATE TOO, JUST ANGLE IRON.

9. TRUNK FASTENERS (6 TOTAL)

A. Two 1" maximum size all-thread may go through trunk lid or wagon roof and frame and will be counted as two fasteners. Maximum size of trunk/roof all-thread washer or plate is 5"x5".

B. All other trunk fasteners must be no more than a total of 12" long x 2" wide x 1/8" flat strap welded or you may run chain, wire or a bolt only and **may only be sheet metal to sheet metal in four trunk seam locations only.**

C. Wagon tailgates may be welded shut with no more than a total of 6" per wagon tail gate seam and must be welded, wired, chained or bolted sheet metal to sheet metal only in 4 wagon seam locations only.

D. Nothing can be connected from the trunk lid or tail gate to the bumper.

10. ALL BUMPERS AND BUMPERS BRACKETS

A. Any car bumper on any car allowed. Front bumpers allowed on rear and rear bumpers on front are allowed but must use front bumper brackets only. No rear bumper bracket allowed on front of cars. No front bumper bracket allowed on rear of cars. Bumpers can be welded to brackets and the bracket can be welded to the frame. It must be the bracket that came with the car or the bracket that came with the bumper and not both (builders choice). No cutting of brackets or butt welding brackets to the frame to reach 10" of welding or stretching brackets out and skipping a section of welding to strategically reinforce the frame. The bracket must be one continuous piece of bracket and only 10" of the bracket material is allowed to be continuously welded to the frame on top and bottom side of bracket from the back of the front bumper or front edge of the frame towards the A-arm in the stock location of the OEM bumper bracket. Welding has to be 10" of continuous welding to the frame and bracket only. **Bracket has to be in the stock location of the original bracket for the year, make and model of car and any other form of bracket welding is not allowed).** Bumper brackets may be bolted but bolts may not go all the way through the frame from frame rail to frame rail (bumper bracket bolts may only go through one layer of the frame and must be in the stock

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location of the original bracket and only 10" of bracket allowed to be bolted). **If a factory bumper bracket exceeds 10" in length DO NOT WELD FURTHER THAN 10" as explained above. Welding the bumper directly to the frame is allowed along with the above explained useage of bumper brackets.** The only bumper bracket exception is a Y framer mopar may take a shock 10" back in the frame and top side of the mopar Y can be hammered down and welded to the bumper shock. Do not weld or bolt the shock any further back than 10" on a Y framer and no other exceptions for bumper brackets altered on any Y framer or any other car will be made.

B. Bumper chrome may be beat down and welded to the backing of the bumper to help preserve the bumpers life. All bumpers mounted on the front of cars must have a 1" inspection hole in top center of bumper and a 1" inspection hole on each end of the bumper if we can not see in the bumper for inspection. We do not want loaded bumpers in this class.

C. No homemade bumpers but if you choose not to run the OEM bracket that came with the car or bumper you may run one continuous piece of 4" tall by 1/4" thick by 10" long flat strap only but may not use both OEM bracket and strap, one or the other is all we allow. This strap must replace any OEM bracket and must be only welded to the side of the frame like the OEM bracket was. This strap must be welded to the back side of your bumper and run continuously in one piece. This 10" long strap must only be 10" long weld beads of welding on the top and bottomed side of the strap. This strap and weld will be measured from the back side of your bumper. This rule is to help the builder who doesn't have factory brackets for the bumper or car and will be allowed both front and rear on cars. Do not shorten your frames. NO OTHER EXCEPTIONS.

D. Rear bumpers and bumper brackets may also be welded to the frame but do not exceed 10" as explained above.

E. All trailer hitch and towing devices must be removed from cars including the brackets and other material that held the hitch in place.

F. No loaded bumpers allowed.

11. LEAF SPRING CARS

A. 6 spring clamps per side. These leaf spring clamps may be up to 3" wide flat strap or angle iron by 1/4" thick and up to 3 ahead of the axle and 3 behind the axle.

B. No wrapping springs with tape, wire, etc.

C. Some cars came with 9 leafs others came with 7 leaf springs and many only came with 5. 7 is the maximum number allowed for this class. All leaf springs must be stock car OEM springs for the year, make and model of the car you built. You can add leaf springs to the stack to get to 7 and these additional leaf springs must stager at least two inches shorter than the leaf directly above it for a total of 7 leaf springs. No leaf springs may be mounted on top of main leaf. You must use the original shackles for the main leaf. You may change your leaf spring mounts at rear end to not exceed 12" in length on each leaf pack.

D. If your car came with more than 7 leafs it will have to be changed to a maximum of 7 total as explained above. No Exceptions!

E. Coil spring cars are not permitted to convert to leaf springs.

F. Car must have a moving suspension. No solid suspension allowed.

12. REAR COIL SPRINGS

A. May be fastened on each end (wire, chain, hose clamps, etc.)

B. Coil springs may be doubled with rear coil OEM springs only for that year, make, and model of car.

C. Rear coil spring mounts may exceed no higher than 6" vertically from the rear end to help the spring stay in the spring pocket.

D. Car must have a moving suspension. No solid suspension allowed.

13. REAR SHOCKS

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A. Shocks must be mounted in stock location. You may also use chain up to 3/8" maximum size from the shock tower to the rear end **and the chain may be looped and bolted one time around the rear end housing.** This chain has to be mounted in the original stock shock location or as close to where the shock is mounted to the rear-end as possible. **This chain cannot be looped around the frame and may only be bolted to the shock tower/package tray near the original location of the shock.** This chain is designed to help in the event the shock breaks. There must be at least two inches of bounce. No solid rear suspension allowed (**OFFICIALS DECISION IS FINAL**).

B. If shocks are to be used they must be OEM car type shocks that would have come with the year make and model of the car. Home-made shocks or truck shocks will not be allowed. No all thread or any other form of shock.

14. TIRES AND WHEELS

A. Wheels may have valve stem protectors and over sized lug nuts are allowed.

B. TIRES ARE UNLIMITED- any ply, meaning fork lift, tractor tire, skid steer tire and double side wall are all ok.

C. 15" tires maximum.

D. All wheel weights must be removed from the rims before running. Weld in wheel centers are allowed on rims but may not exceed 8" in total diameter. We don't want flat tires. Solid or foam filled tires are allowed, along with valve stem protection. 1" oversized lug nuts are allowed. 8" weld in wheel centers max are allowed with no other rim reinforcements. These 8" wheel centers will be measured from the center of the hub/axle and must not exceed more than 4" inches in diameter from these either these locations. **No bead lock or full disc wheel centers will be allowed.**

14. B STEERING COMPONENTS:

1. Stock steering components such as tie rods, A arms, spindles and spindle brackets and ball joints of the OEM make of car origin will need to remain stock.
2. Tie rods may be welded in the adjustable sleeve area with weld bead only.
3. After market steering columns will be allowed to be used.
4. Upper A arms may have a chain looped over the top side on coil spring cars only. This chain must not exceed 12" in length and or 1/2" thickness. This chain may have only one full link welded to the frame on each side of A Arm front and back.

15. ALL CARS MUST HAVE ROOFTOP NUMBERS

A. 12"x12" roof sign with your driver number mandatory; must be securely fastened to top of car (you may cut a 12" hole in the roof and bend it up to use for a roof sign).

16. WINDSHIELD BARS (2 Bars/Straps)

A. For your safety these bars are required to prevent the car hood from entering the interior of the car. These two bars must be either welded or bolted from the top of the roof down to the fire wall in the front windshield opening and may not make contact with the dash bar or the motor (**sheet metal to sheet metal only**). These Bars/Straps may not exceed 4" strap or 2" round or square. Do not weld these bars to the dash bar.

17. CARS MUST BE STOCK OTHER THAN WHAT WAS REGULATED AS ABOVE AND SPECIFICALLY ALLOWED BELOW:

A. Any after market drive shaft will be allowed as long as it does not strategically re-enforce the car (**Officials decision will be final, no exceptions**).

B. After market brakes will be allowed as long as the brakes do not strategically re-enforce the car (**Officials decision will be final, no exceptions**).

18. FRAME REPAIRS

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- A.** You will be allowed to repair frames on cars that have previously ran and frames that have clearly suffered frame damage. The frame must have clear visible damage to the official before it will be allowed to run with any repair plates welded to the frame. You may use a maximum of four 1/8" thick plates with a 1" inspection hole centered per frame repair plate and the plate must not be more than 5" wide by 5" tall. 4 plates per frame rail are the maximum and 8 per car maximum. Do not weld the 1" inspection hole shut and you may only weld the 4 outer edges of the repair plate. **NO PLUG WELDED REPAIR PLATES.** You may not have 5 on one side of frame 3 on the other. 4 per frame rail total. **(OFFICIALS DECISION IS FINAL, NO EXCEPTIONS).**
- B.** **Do not weld the one inch inspection hole in the center of the repair plate. You may only weld the outside four edges of this repair plate. NO PLUG WELDED REPAIR PLATES.**

ALL JUDGES DECISIONS ARE FINAL MEANING: IF YOU OR YOUR PIT CREW WANT TO CHOOSE TO ARGUE WITH ANY OF THE JUDGES BEFORE, DURING OR AFTER THE DERBY YOU WILL BE DISQUALIFIED AND POSSIBLY ESCORTED OUT OF THE EVENT. THIS IS A FAMILY EVENT AND YOU MUST BE RESPECTFUL AT ALL TIMES.

Disclaimer to car builders and drivers: IF IT DOES NOT SAY YOU CAN DO IT WITHIN THESE RULES, DO NOT DO IT. ALL CARS FOUND TO BE ILLEGAL WILL NEED TO BE CORRECTED TO PASS OFFICIALS INSPECTION, CARS THAT DO NOT PASS INSPECTION WILL NOT RUN AND HAVE TO BE LOADED.

If you are in doubt please call before you build

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