

2023 GLENDON FULL SIZE CAR DEMOLITION DERBY RULES

August 12, 2023

*These rules are a combined set from Vulcan team show & Northern Alberta rules and are geared to allowing drivers a chance to finish off their pre ran cars. Fresh cars are allowed to build to the rule set provided. **Any questions with rules please get a hold of the head tech.** Tech will start at 9:00am, we ask that any drivers that are not going through the parade to be early so there isn't a big line once the vehicles that entered the parade arrive. Calcutta & Drivers meeting will be at 12:00. Drivers must be a minimum of 14 years old, if under 18 must have a wavier signed by parent or guardian. Entry fee's are 100\$, all entry fees will be put back into each class for most aggressive prize, the more vehicles in each class the higher the prize. Entry covers gate admission for the driver and 2 pit crew, 2 additional passes can be made per entry for 10:00 on top of gate admission for drivers with families. **Kids will be allowed in the pits but we ask that they are monitored, with that being said no hot rodding in the pits with kids around save it for the ring. There will be no warning on this.***

1 General:

1.1-**Safety** for or spectators, officials, drivers, and crew is our first concern. Fire, flying debris, and impact injuries are possible. Keep those thoughts in mind when stripping and building your car.

1.2-**All officials calls are final!** There is no protest rule. Any driver, pit crew, or family members arguing with the officials or staff will result in that driver's disqualification and possible ejection. No calls will be overturned!

1.3-**If it does not say you can do it in the rules, its not allowed! Do not push the "Grey Area", you may not compete. Any questions ask tech.**

1.4-If there are any discrepancies during tech you will be given **one** opportunity to repair your car. If you are unable to make the changes required, your car will be loaded and your entry fee not refunded. **No more than two times through tech.**

1.5-We reserve the right to re-inspect any car at anytime before, during or after the derby if needed. You may be asked to cut areas of question open before, during or after derby if needed. All cars are subject to post race inspection before any prize money is awarded.

1.6-Must have working brakes! Brake test will be mandatory before inspection.

1.7-Absolutely NO SANDBAGGING!!!!!! 1 WARNING. THAT'S IT! Our crowd is here to watch us put on a show, LETS GIVE THEM ONE!!

1.8-Open to any make or model except the following: No convertibles, T-tops, Ambulances, El-Caminos, Rancheros. There will be no tolerance to this.

1.9-Do not come to inspection if your car is not race ready. Remember, you only get two times total through inspection.

1.10-The rules clearly state where you can weld and what can be reinforced. There are no gray areas, don't try and create any. Follow the rules!!!!

1.11-Seat belts are mandatory, a lap belt is the minimum.

1.12-Helmets, eye protection, long pants, long sleeves, and closed toe footwear are the minimum. We suggest FR clothing to prevent burns in case of fires or rad hose releases.

1.13-Intentional drivers door hits are illegal. You will be disqualified from the heat if it is determined that the driver's door hit was intentional. If you are using your door as defense, no call will be made.

1.14-There will be a 2-fire rule, we will put out the first fire second one you are disqualified from that heat.

1.15-If you are rolled over judges will access vehicle for hazards and make the decision if the car is safe to run. **JUDGES DISCRETION**

1.16-Be advised that by participating in this event you and your car may be filmed. And that the use of your image, likeness and voice may be used.

2-Mandatory stripping of cars:

2.1-All interior, except for driver's seat and seat belt, must be removed including the dash board.

2.2-Remove all glass, lights, lenses, mirrors, and hardware.

2.3-Remove all body trim, hub caps and exterior components. This includes door handles.

2.4-Remove fuel tank

2.5-Remove trailer hitch and all mounting components

2.6-Car must be clean of all debris and loose objects, including broken glass. This goes for interior and trunk area of car.

3 Frame:-

Frame rules are listed 1st in the rules as it outlines the maximum you can do to your car as you build it, if you push the frame rules you may not have a chance to fix. Judges discretion.

3.1-No Frame Reinforcements, shaping or welding, heat treating or stuffing frames will be accepted other than where stated. Violations of this rule may result in immediate loading without a chance to fix your car. Any added or welded metal plate/rod or material not specifically covered in the rules will be **removed completely** as well as the surrounding metal with the exception of the frame.

3.2-Do not paint or undercoat your frame or you won't be inspected.

3.3-You will be permitted to weld the top seam of the frame from the firewall forward with 1 single pass, 3/8" wide. This is only the main seam of the frame up to the backside of the a-arm mounts, and then from the front side of the a-arm mounts to the backside of the bumper/front edge of the frame. DO NOT weld around the engine saddle, the a-arm mount, the spring bucket, or anywhere that is not the main frame seam as stated above. You may not be given an opportunity to correct this.

3.4-We will allow 14" of total weld between firewall and transmission cross member. 80's and newer cars will be allowed to cut and tilt using the 14" of weld as mentioned above or cold bend in from of the transmission cross member. All old iron cars will be allowed to use the 14" to reweld seams where the factory missed or any other factory seam (weld must be continuous).

3.5-You may tilt or cold bend at your choosing any other 1977 and newer GM car (1977 midsize excluded), or 1979 and newer Mopar car. If tilting, it MUST follow the same rules as rule 3.4-FOMOCO.

3.6-You are permitted to cold bend any "old iron" type car at the transmission crossmember. No welding of any sort permitted. Old iron meaning 1976 and older GM cars, 1978 and older Mopar cars, and 1979 and older FOMOCO cars.

3.7-You may weld your lower motor mounts to the factory engine cradle, spacers are acceptable. You may use up to 8"x8"x1/2" thick plate to use as a base to weld your motor mount into car and add light bracing to the mount but motor must be bolted to that mount. **Only 2003 and newer FOMOCO's can weld mounts to the frame rails. 2003 and newer FOMOCO's must use the stock aluminum engine saddle.** You may create a mounting surface to weld engine mounts to by either bolting, or welding to the side of the frame rail.

Mounts shall not be connected together, and anything deemed to be excessive or an attempt to strengthen the frame may not be given a chance to repair.

3.8-You may close Y Frames and weld closed. No added material other than what is permitted in the bumper rules

3.9-You may pre kink/notch/dimple frame behind rear wheels only

3.10-Frame pre plating as followed: **You will be giving 2 options**, use the Vulcan **24"** plate rule, **plus 1- 4x6x3/16 or 3x7x3/16 plate per frame rail.** or northern Alberta plate rule **10-4x6x3x16 / 3x7x3/16 plates that can be pre plated, you will not be allowed extra fix-it plates after the heats if you already used max allowable plates.** All plates on both options must be painted and brought to inspectors' attention. You may keep as many of the 4x6 plates for fix it plates at the track but can not be over the allowed amount, **if caught will be DQ'ed. DO NOT WELD PLATE SEAMS FLUSH MUST BE ABLE TO MEASURE PLATES.!!**

3.10.A- If running the Vulcan plate rule you may pre plate your car prior to first heat **with 24" of 4" tall up to 1/4" thick plate per frame rail.** Frame repair plates must not touch bumper brackets or hump plates. There must be **1" of clean frame between bumper bracket and hump plate.** Frame repairs can be mounted on any of the 4 sides of the frame rails only. Plates can be cut to whatever length you want as long as don't measure more than 24". Plates must be a minimum must be **1" wide and tall. Max weld bead 3/8"**. Vulcan plate option will get the extra option to **add 1- 4x6 or 3x7 3/16 plate per frame rail,** these 2 plates may not be bent or altered or otherwise modified. They may be formed to the frame rail if not on a straight section. **Imperials and 03 and newer fords will only be allowed 12"x 4"x 1/4" pre plating per rail, not the 24", Will also be given the extra 1- 4x6 or 3x7 plate if they wish.**

3.10.B-If running northern Alberta plate rule you are allowed **10 Plates per car.** These can be put on prior to first heat, **5 on each frame rail. Only 4 may be used ahead of the transmission crossmember per frame rail.** There must be a minimum of **1" gap** between the edges between the welds. Max plate size is **3/16"** thick. You can use **4"X6" or 3"X7"**. Plates may not be bent, altered, or otherwise modified. They may be formed to the frame rail if not on a straight section. If plates are cut to better fit the frame section being repaired, excess pieces must be discarded and not used. You may drill/cut one **1/2"** hole in the center of the plate and plug weld it. **If imperials & 03 and newer fords choose northern Alberta plate rule they will only be permitted 6 plates, 3 on each frame rail. Only 2 may be used ahead of crossmember.**

3.11-Re-Stubbing of frame rails is allowed. YOU MUST straight cut both frames, butt up frame and one single pass weld only, 3/8" wide. No plating allowed.

3.12-This rule supersedes further mentions about welding/alterations to the frame. You will be permitted 4 2"X2" down bars to your frame, or 4 additional body mounts using up to 1/2" bolts and 3" OD washers. You may mix and match using 2 down bars, and 2 additional bolts for example. **Vulcan cars; If you are using the 2 extra body bolts out of the Vulcan rules it will fall under this rule.** The down bars must be no further forward than the inside front door seam, and may be part of your halo in the rear, however, must attach only to the top side of the frame. The body bolts may be placed anywhere in the car from the firewall back, do not devise a way to add them ahead of the firewall or attach them to the cage. **Must be painted and brought to tech inspections attention during inspection.** Further, all down bars must be vertical, and if you do not wish to attach down bars to your frame, you may bolt or weld to the floor using up to a 4X6 plate if desired. **Imperials/ imperial sub frames cars will not be allowed down bars but will be allowed the 4 extra body bolts.**

3.13-You may swap shocker sub frames into Y-frame cars. Y-Frame subs may also be swapped into shocker cars following the same rules. If swapping Y-frame to shocker or vice versa the down bar & body bolt rule 3.14 can be used to strengthen the sub frame. Imperial subframes can be swapped but must also follow rule 3.14.

3.14-You may weld a 1/4" thick by 22" hump plate (measured 22" on top contour), contoured to the hump, centered with one pass of 3/8" weld to the outside only no plug welding, matching the factory hump. Must have 1/2" hole in center to check thickness. **DO NOT SPAN HUMP! No Checker plate**

3.15-**DO NOT WELD ANY BRACKETS ON SIDE OF FRAME**

4 Door and Door Reinforcement:

4.1- We allow almost a cage built around the driver from sturdy, easily assembled material. You may run either an inside cage or outside door bars, not both.

4.2-If running inside bars, must be a single bar 4pt cage welded or bolted. You may use channel or tubing/pipe up to 6" OD for dash and rear seat bars, min 3". Side bars can be up to 12" tall channel or tubing. All cage components must be 6" off any floor pan sheet metal or body mount. And 4" off transmission tunnel. You may bolt or weld. 10"x10" by 3/8 thick end plates. Door bars on inside cage cannot extend past front dash bar, and no more than 6" past rear cross bar or 8" past the driver's seat.

4.3-If running inside cage you may weld or bolt on 1/8" thick sheet metal on to drivers door only as protection from door tearing open. It can overlap front and rear seam by 2"

4.4-If running outside door bars both drivers door and passenger doors must be reinforced with a maximum for 2"x 12" and a minimum of 2"x 6" channel iron, I-beam, or Box steel. 3/16" minimum thickness for a maximum of 76" long. Ends of door bars must be rounded. Door bars must be bolted with a minimum of four 3/4" maximum 1 1/4" bolts through the entire door/door post or fender with good size washer. Be aware of placement of bolts to movement of drivers movement inside the vehicle. You may use channel or tubing/pipe up to 6" OD for dash and rear seat bars, min 3". Exterior door bars may extend 8" past front fender seam.

4.5-Floor to roof head bars are mandatory but cannot attach to the frame or body mounts unless they comply with frame rule 3.15. You may run 2 of these.

4.6-Halo bars are acceptable but must be mounted vertically. Halo may be bolted or welded to the floor using up to a 4"X6" plate if desired. But can NOT attach to the frame or body mounts in any way unless they comply with frame rule 3.15.

4.7-Gas tank protectors are allowed but must be attached to the rear cross bar only. Minimum 4" off the floor and minimum 4" from rear seat. Maximum width of 36" OD. Gas tank protectors may be braced off the halo and rear cross bar.

4.8-All doors must be securely fastened shut by means of bolts, chains, clamps, welding, etc. Outside door seams may be welded using 1/2" rod as a filler or flat iron 2" wide 3/16" thick.

5 Engine:

5.1-Any motor can be used in the car but must be mounted within 4" of original motor. We will measure and make you move motor if you are outside of the 4".

5.2-We will allow lower saddle cradle with front plate, and pulley protector. Chev-mopar conversion cradles are allowed, must have rubber gasket under cradle, **no solid mounting must be bolted to engine saddle**. If you are running a pulley protector, you may run factory sway bar in stock location.

5.3- Engine must bolt to cradle, aftermarket mounts may be used but NO solid mounts. Every motor mount must have rubber bushing between cradle and frame.

5.4- Coil protectors and plug wire protectors are acceptable, however must be approximately the size of the back of the head. Anything larger will be cut. If you devise a way to use them as a kicker or brace, they will have to be removed completely.

5.5-You may chain engine in place. 1 chain per side but must use an existing bolt.

5.6-You must run an air cleaner

5.7-Exhaust must exit through the hood or out the bottom of the car, manifolds are not enough. Header protectors are allowed.

5.8-No starting fluids allowed

5.9-No distributor protectors allowed. Clamps are acceptable

5.10-Firewall may be cut or hammered back for distributor clearance.

5.11-Aftermarket gas and brake pedals may be used. If not mounted to the firewall they must be mounted in such a way that does not strengthen the car.

5.12-**No skid plates for oil pans or reinforced oil pans.** No Mid plates

6 Transmission:

6.1-You may use any type of mount, If not using the factory cross member, you may use 2" X2" square tubing.

6.2-A 3/4" hose attached to fill tube is recommended.

6.3-Transmission coolers may be used but they must be secured in such a way to prevent injury. Must be secured in the passenger compartment. And not be mounted in any way that does or will strengthen the car.

6.4-Metal or braided lines must be used. No fuel or low-pressure hose allowed.

6.5-Any type of shifter may be used. But can NOT strengthen the car in any way.

6.6-You may use a transmission protector/brace but must not act as a kicker in any way. Floor must be cut out clearly around. Protector may only attach to the transmission and only to protect the upper half of tranny. (See picture of sample trans brace on last page.)

6.8-You may only run a protector if at least $\frac{3}{4}$ of top of transmission is visible. If deemed you are using it as a kicker, you will need to remove it, or cut firewall and floor out.

6.9-Aftermarket bellhousing will also be accepted instead of a brace. One or the other. Same as a brace, it may not be used as a kicker, and the floor must be cut out around it.

6.10-Any type of driveshaft is acceptable.

6.11- No skid plates

7 Rear Differential:

7.1-Any passenger vehicle differentials may be used. 8 lug max. No external bracing added to diff.

7.2- Rear end swaps are allowed you may use custom brackets. We will allow the Postal Mopar style brackets. You may add a bridge between upper brackets, using 3" channel iron. You may weld stock brackets to diff housing for diff swaps

7.3-You may lengthen or shorten trailing arms. Trailing arms can be reinforced.

7.4-You may chain the diff with one wrap of chain per side. Chain may go around frame but must not attach to the frame in any way and may only be 3/8" standard chain in size. Chain links can not be welded.

7.5-Differentials may be geared and locked.

7.6-Pinion brakes are allowed, no excessive bracing. Judges discretion

8 Rear Suspension:

8.1-Coil cars can NOT be converted to leaf springs and vice versa.

8.2-10 Leaf max. Must have a minimum of 1" stagger. 3/8" max thickness and 2 1/2" maximum width. **No duct tape on leaf packs.**

8.3-On leaf cars, lower spring plate may be 1'4"flat plate.

8.4- No extended shackles.

8.5-No welding of spring packs. **4 leaf clamps per side max 2" wide.**

8.6-No flat sprung cars

8.7-Coil Springs may be bolted, tied, or welded to differential.

8.8-Coils may be doubled and clamped, chained or wired together. But NOT welded together. They can only be welded to the housing.

8.9-Stock style shocks only, **no air bags**

8.10-Watts link conversion kits are allowed. Upper control arm bracket plate may be no larger than 6"X6"x3/8" and may not weld to the package tray in any way. Bolts may not pass through the body. Lower mounts may only be 4"X4"x1/4" and only weld to the side of the frame. No gussets or added material, and these cannot weld to top or bottom of frame

in any way. All brackets must be in the position a car without watts link would be. (Example: 98-02 ford must be mounted like a 97 ford). All other brackets must be removed.

9 Front Suspension & Steering:

9.1-2003 and newer FOMOCO must use stock rack and pinion steering setup, as well as the stock aluminum engine saddle, but may swap spindles and upper control arms as per below if possible.

9.2-Any steering column is acceptable. Steering U-joints are allowed

9.3-All steering and suspension must remain stock or replaced from a car that is legal for the class, without any modifications or manufactured mounts, including control arms, ball joints, spindles, hubs and sleeves, center links, pitman arms, idler arms, and steering boxes. Any aftermarket replacement parts must be from a big box store and stock equivalent, nothing grossly over stock strength. No modifications to the frame to accept steering boxes or control arms will be allowed.

9.4-Aftermarket tie rods will be allowed, or you may use 1" angle iron welded on to reinforce tie rod

9.5-Sway bars must remain stock in stock configuration with stock or stock equivalent mounting hardware or be removed.

9.6-Coil spring spacers are allowed.

9.7-Center link may be lowered.

9.8-Any power steering pump is acceptable

9.9- You may weld, bolt or chain down your arms. You are allowed either 2"x4" by 1/4" straps on each side of the Upper A arm, OR one chain, OR one bolt per frame rail side. Do not weld entire A arm down. If you are in excess of this rule you will have to cut and may not run. Upper and lower front control arms may NOT be reinforced.

9.10-No ball joint protectors. Ball joints may be welded in.

9.11-You may drill rotors and replace wheel studs to change bolt pattern. Max 5/8" diameter studs.

9.12-No reinforcing or pre bolting/chaining of any steering or suspension parts unless specified.

10 Bumpers:

10.1-Front bumpers may be factory loaded or homemade but must not exceed 14" from the center point to the back side, where the bumper mounts to the frame or shock mounts. If putting a point on a homemade bumper, it must be the same shape and dimensions as a factory point. 1/4" thick material max size for a homemade bumper, or for filler material on a stock bumper. Homemade bumpers can not be any larger than a factory bumper. Cannot be welded to the body.

10.2-If you choose to hardnose your bumper, you may use 10"X4"X1/4" thick bumper plates. They can be used to replace original brackets and shocks. One or the other only. Plates may be welded to any side. If you choose to cut the plate, you can only use 1 piece, not 2. Bracket cannot extend more than 10 inches from end of the frame. If you hard nose your bumper to frame, you may square front of frame no further back than the front of the core support body mount.

10.3-Bumpers may be welded to bumper brackets and brackets to frame. **NO ADDED MATERIAL** such as fishplates, angle iron, pipe. Must be stock components

10.4-Bumper shocks may be collapsed and welded. Bumper bracket welding can be no further than 10" back from front of frame. No extending shocks.

10.5-A 4"X6"X1/4" plate may be used on the front of the frame as backing to the bumper.

10.6-Bumper swaps are allowed

10.7-Bumpers may be chained with one loop of 3/8" chain to hood, core support, trunk lid or taillight panel.

10.9-You may pinch and weld the outer skin to the back internal structure of the bumper. Ends and holes may be capped or filled.

10.10-Bumpers may be inverted and trimmed.

10.11-Rear bumpers may be homemade, max 4"x4", no point allowed. Cannot use brackets from back bumper on front

10.12- Maximum bumper height from ground to bottom of the bumper is 22", minimum bumper height from ground to bottom of bumper 15" (**Tech officials discretion**)

11 Radiator & Core Support:

11.1-Radiators must be stock or stock equivalent, aluminum radiators are accepted. Rad and core support must be mounted in stock location.

11.2-Rad support spacers are allowed. 3" max OD 6" max length. May be welded to the frame or the core support. NOT BOTH. Must be mounted vertically and used only as a vertical spacer. Do not devise a way to use them to strengthen any aspect of the car.

11.3-No supplemental cooling devices are permitted.

11.4-No antifreeze

11.5-Absolutely no welding on the core support will be tolerated, except when attaching rad support spacers, or bumper straps. You may cut your core support to allow for your choice of bumper mounting, however nothing may be added back.

11.6-Can run stock fan or electric fan. If stock fan is being used the hood must cover over fan to act as shroud.

11.7-No homemade radiators.

11.8-You may use an AC condenser or 1/8" expanded metal to protect radiator not both. Expanded metal can only be 2" larger than the radiator opening. Condenser or expanded may be attached by six one-inch welds or six 3/8 bolts or wired in six spots.

12 Fuel System:

12.1-No plastic fuel tanks, fuel leaks or potential leaks will not be tolerated!

12.2- Fuel tank can be boat tank, or fuel cell. **NO PLASTIC TANKS.** 7.5 gallon maximum. Located in the rear seat area of the car securely mounted with nuts, bolts, metal straps, ratchet straps. NO screws or bungee cords. Must not be mounted in any way that does or will strengthen the car.

12.3-Any type of gas pedal is allowed as long as it does not reinforce the car or attach to the frame.

12.4-Automotive pump gas only. (No alcohol systems)

12.5-Any type of fuel pump is allowed. Electric pumps must have a clearly marked shut off switch.

12.6-A hole must be cut in floor near, around or under tank for drainage in case of leak. Must remove all floor plugs.

12.7-Fuel lines entering through the firewall into the passenger compartment must be approved High pressure lines. And protected in a way to prevent being pinched or burned. If used must be uniformed. Up/forward for on, down/back for off. It is strongly recommended that any electrical system used be fused.

13 Tires & Brakes:

13.1-You may run any type of air-filled tire. Max 14 ply

13.2- Maximum rim size is 16" minimum rim size is 14". Will allow 8" weld in wheel centers max, **no full centers.**

13.3-Flapper tires allowed. Doubled allowed as well

13.4-No split rims, studded tires or foam filled tires. No solid tires or fillers.

13.5-No homemade rims allowed

13.6-Valve stem protectors are allowed, **can not reinforce the rim.** Any size lug nut allowed.

13.7-All Wheel weights must be removed.

13.8-Any type of braking system of configuration is allowed. Must demonstrate stopping at tech inspection.

13.9-If using a pinion brake, the mounting must be only to the center section and not to the axle tubes. It must not strengthen the housing.

13.10-If using floor mounted pedals, they must not reinforce the car or attach to the frame.

14 Batteries:

14.1-You may run a maximum of 2 12Volt batteries

14.2-Must be securely fastened in the drivers compartment of the car. **Will be up to tech, if they feel your batteries are not mounted in a safe manor you will be asked to secure them.**

14.3-Batteries must be covered with floor mats or equivalent, unless they are gel batteries.

14.4-Must be in a secure battery box. No wooden boxes. Battery box can not reinforce the car or attach to the frame.

15 Hood:

15.1-Hoods are mandatory, hood must have large enough hole suitable for fire extinguisher.

15.2- Must be bolted, chained, or fastened in a minimum of 6 places, maximum of 8 places, 2 of the places can go through front core support body mounts.

15.3- Max redi rod size is 1-1/4", maximum washer size if 6"X6"

15.4-You may use 2 pieces of 2"X2" angle iron 6" long welded to body & hood or trunk, then bolt together with 2 3/8" bolts. **This will act as 1 hold down point for hood or trunk. Angle iron can NOT be welded across the seam.**

15.5-Bumper straps will be allowed. 2"X1/4". Can be welded or bolted to bumper, and hood skin or core support, NOT fenders. May be welded to washer over front hood pins or have a hole in them and laid over front hood pins. Do not cross straps. Maximum 36" length.

15.6-Bumper straps will also be allowed from the rear bumper to the trunk, following the same rules as 15.5

15.7-You may use up to 20 3/8" bolts to bolt hood skins together

16 Trunk:

16.1-You may tuck or canoe trunk lid. But light panel must remain vertical. Must have a 10" X10" inspection hole cut in trunk lid.

16.2-You may flip and bolt trunk lid to trunk floor with a max of 6 bolts. 2 of the 6 may be welded or bolted to/through the frame. You may also mis and match welding and bolting, as long as it's a maximum of 6 points.

16.3- Trunk seams can only be welded 6" on 6" off with 2" wide 3/16" this flat iron. If you fold your trunk lid in half to the trunk floor you can only use a total of 18" ((3) 2"x6"x3/16" plates) of weld to attach it to the floor. Rear quarters may not be laid over to make a trunk seam.

16.4-Must be fastened with a minimum of two places.

16.5-No wedged trunks.

17 Body:

16.1-Body mount rubber bushings must remain in place, except where all-thread passes through. Bolts can be replaced with grade 5 bolts of the same size. If tilting/cold bending your car, you can use additional washers/spacers of similar size to the body mounts at the firewall to allow a tighter fit between the body and the frame.

16.2- Any creasing of the body is allowed

16.3- No welding of created seams, or welding of any body sheet metal unless specified.

16.4- Wheel wells may be trimmed for clearance. 8 3/8" bolts per wheel well openings are allowed to bolt skins together. Maximum washer size is 2"

16.5-Rotted out metal may be patched with same thickness material.

16.6- 2 Vertical window bars are allowed with 2 horizontal bars across. Going from roof to the firewall. Can not attach to cage or halo, Max 6" of window bar on roof.

16.7- 1 rear window bar is allowed, roof to speaker deck or window seam only.

16.8-Window bars may be bolted or welded. If welded, no mor than 6" of weld per end.

16.9-Side windows may have 1 bar per window, **cannot attach to the cage**. If welding, please follow 16.8.

16.10-Roof signs are recommended but **must** be bolted not screwed securely.