



Montgomery County Agricultural Fairgrounds
Gaithersburg, Maryland
Rettew Motorsports
August 18 and 19, 2023

Arrival for competitors begins at 10:00 AM – 7 Dalamar St entrance only
Tech inspection must be completed before entries close at 6:30 PM
Demolition Derby starts at 7:30 PM

NO ENTRY FEE
DRIVER AND MECHANIC ENTER FREE AT THE DALAMAR
STREET ENTRANCE ONLY

SMALL CAR/COMPACT 107" max wheelbase	1 st \$800.00 & Trophy 2 nd \$400.00 & Trophy 3 rd \$200.00
FULL SIZE CHAIN N' GO	1 st \$800.00 & Trophy 2 nd \$400.00 & Trophy 3 rd \$200.00
PRO-STOCK (Weld Class)	1 st \$1200.00 & Trophy 2 nd \$600.00 & Trophy 3 rd \$300.00

GENERAL SAFETY & COMPETITION RULES

1. Driver must have a valid state driver's license. Drivers 16 and 17 years old must have a minor release form signed by a parent or guardian. All drivers and pit crew must sign a release and entry form, understanding that they are competing at their own risk and that they will not bring suit against any officials, promoter, employees, sponsors and /or property owner. By signing the release and entry forms you agree to all rules set forth and warrant that your vehicle meets all the requirements for your class.
2. All vehicles must pass tech inspection before competing. If presiding officials determine a vehicle is unsafe, officials have the right to not allow vehicle to compete. Tech inspection area closes one hour before event is scheduled to start.
3. Only one registration per vehicle will be allowed. No vehicle changes will be permitted once registration has closed. Officials reserve the right to approve or reject all entry applications. Points are awarded to driver.
4. Entries close one hour before event is scheduled to start.
5. All drivers must attend driver's meeting approximately 1/2 hour before event starts.
6. A vehicle cannot be registered after driver's meeting unless approved by track official.
7. Competition vehicles must be always operated in a safe manner within the confines of the track, pit area and staging areas. Track officials have the right to stop and disqualify any vehicles not being operated in a safe manner. Pit area speed 5 MPH.
8. Any time the competition vehicle's engine is running, (pits, staging area, track, etc.), a driver must be in the drivers' seat. No exceptions, automatic disqualification.
9. No Riders!
10. Only track officials allowed at track side during competition. No riders in vehicle during competition.
11. Drivers must stay inside the car and keep helmet on until heat is completed, unless instructed otherwise by track officials.
12. No deliberate hitting the driver's door. Doing so will result in disqualification. If you use your driver's door to draw a door hit, we will not enforce this rule.

13. You may drive forward or backward but must make contact or be disqualified. You must make a hit within 60 or you will be disqualified. Head on hits are permitted in all classes.
14. Any vehicle deemed unsafe by track officials during the event will be stopped and disqualified. Any vehicle which does not move for one minute will be disqualified. Sandbagging can result in disqualification.
15. Any vehicle throwing shredded tire debris toward grandstands will be stopped and disqualified.
16. Demo Derby is not a team sport. Team driving will not be tolerated by officials and can result in disqualification.
17. Heat winners must run same car in Feature. Track officials reserve the right to fill feature events with additional vehicles if finalist cannot return.
18. Driver must wait for green flag from starting flagman before starting run. Leaving the starting line before the green flag will be an automatic disqualification. No exceptions!
19. Vehicle must stop immediately upon signal of red flag from flagman.
20. If any vehicle and/or driver is disqualified for any reason, no refund of entry fee or pit fee.
21. A contestant may be disqualified for either emotional or physical reasons by Competition Director or Track Officials. Example: recklessness; drugs or drinking alcoholic beverages. Any driver or any of his or her pit crew consuming any intoxicating agent, and/ or drugs prior to or during the event will be disqualified from the event- Drivers will be held responsible for the actions of their crew!
22. No one (at any time) will be allowed to abuse any track official verbally or physically. Automatic disqualification! We have the right to fully suspend any competitor.
23. If less than five vehicles enter a class, the track reserves the right to pro-rate the purse structure. Trophies will still be awarded in letter classes, 1st, 2nd, and 3rd place finishes.
24. Track Officials will have the option to check competitors for rule violations at any time during the events.
25. The Promoter or Competition Director reserves the right to change any safety rule or rules if they feel it is necessary.
26. Tech Directors will have final decisions on all vehicle classifications.
27. Contest will be governed by track officials and competition director with all decisions final! Judgement calls are not subject to appeal and shall be final!
28. Protest procedures – any participant wishing to protest another participant will be allowed to do so under the following guidelines: Drivers must be registered for the event. A formal protest must be file with the Competition Director, form must be complete, and must be submitted prior to the start of competition. A \$200 cash protest fee will be required. The vehicle protested will be accompanied and evaluated by Buck Motorsports Officials and the

driver of the protested vehicle. If vehicle is found to be non-compliant with Buck Motorsports Rules, the driver will need make the vehicle compliant or be eliminated from competition that day. If vehicle is non-compliant the funds will be refunded to the driver who initiated the protest. If the vehicle is found to be compliant, the funds will be split evenly amongst the protested driver and the 1st place purse amount.

29. Most importantly - BE SAFE, HAVE FUN!

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of competition events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The event director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final!

GENERAL BUILD RULES – APPLIES TO ALL CLASSES

1. Vehicle must be teched at track and in the same physical condition as at the time it was inspected for current highway use, if required. Vehicle must be teched with tires on that will be used for competition.
2. All dirt, glass and loose parts must be removed from the car. Do not leave glass in doors. Air bag safety system activation charges must be disabled.
3. All glass including head and taillights must be removed except front windshield. Removal of front windshield is optional. All sunroofs must have glass removed and covered with sheet metal (14 gauge maximum) attached with bolts and nuts. No self-tapping screws.
4. All chrome molding, rear seat, headliner, sun visors and rear-view mirrors must be removed.
5. All outside plastic and grill must be removed including factory nosepieces.
6. No bumper or frame mounted hitches allowed.
7. No steel fan blades allowed electric operated fans are allowed.
8. All air conditioning systems must be drained, and rubber hoses removed prior to arrival at track.
9. All wheel balancing weights must be removed, including inside of wheels.
10. All vehicles must have brakes in good working order, pinion brakes allowed.
11. No obscene signs or lettering allowed on vehicle.
12. **STOCK GAS TANK CAN BE USED ONLY IF THE FACTORY LOCATION IS IN FRONT OF REAR AXLE AND MINIMAL FUEL USED.** Otherwise, the stock gas tank must be removed from the car. A maximum of 5 gallons of fuel is allowed. A 5- gallon approved metal container must be securely fastened with metal or chain in the area vacated by the rear seat. No self-tapping screws, no rubber hold-down straps, or nylon ratchet straps allowed. Marine type gas tank highly recommended. Approved marine-type plastic tanks permitted. Fuel tank must be accessible during inspection if using a fuel tank cover. All electric fuel pumps must be operated by the key switch (on-off) or a painted red toggle switch easily accessible by track crew.
13. All cars must have vehicle numbers clearly painted on each side and on the roof of vehicle. Number must be visible to the announcer. Car number must match number on entry form.
14. Painting the driver's door white is highly recommended.
15. All vehicles must be always operated in a safe manner. Track officials have the right to stop or disqualify any driver or vehicle

SMALL CARS / COMPACTS (107" and under wheel base)

GENERAL

1. Any year foreign or domestic mass-produced SUV or minivan 4 or 6 cylinder only.
2. All cars must have an identifying number or slogan. And **MUST** be displayed on each side and the roof. The numbers must be large enough to be seen from announcer's booth.
3. Cars are to be stock unless specifically mentioned in these rules. No altering, swapping, welding or manipulating parts unless specifically mentioned. Patching and rust repair will be allowed only if cleared by head official.
4. All decisions of the judges are final!
5. 4WD and All-Wheel Drive are prohibited from competing. Any vehicle that has 4WD or AWD capabilities **MUST** have either of the drive end's mechanically disabled.
6. No re-stubbing of cars will be allowed. OEM frames, frames parts, and crossmembers **ONLY**, unless stated otherwise. If it's not in these rules it doesn't mean you can do it call with questions

STRIPPING

1. ALL unnecessary glass, plastic, chrome moldings and flammable materials must be removed. No broken windows in doors!!!! This will not be tolerated.
2. The car must be clean and free of loose debris in the driver's compartment and the trunk.
3. All airbags must be removed. Drain air conditioners and radiators. Rubber hoses must be cut or removed prior to arrival at the track. All trailer/towing hitches must be removed.

BRAKES & STEERING

1. A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during an event will be disqualified.
2. **Steering may be altered from the steering box to the steering wheel.**

CAGES

1. Bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. They must be at least 5" from the center of the fire wall and floor at any point including transmission and driveshaft tunnels. The back bar may not be any further back than the kick panels. Front bar may not contour the body. It must run straight across. All bars MUST be inside the driver's compartment except roof bar. All cage bars must be a minimum of 2" x 2" x 1/8" and be no bigger than 3" X 3" 1/4" except side bars. Side bars may be C-channel up to 6". Side bars length no longer the center of the back door. If side bars are used, you MUST have both front and rear cross bars. If side bars are not used, mounting plates not exceeding 1/4" X 6" X 6" may be used on the ends of the seat bar and dash bar. No down bars. The halo must come off your rear seat bar. Max. 3" X 3" bars or 6" c-channel. IF YOU CAN NOT WELD THEN BOLT!!! The cage and roll over are for drivers' safety ONLY may not strengthen the car in any way your battery box or gas tank may attach to sheet metal only. 1 gusset per corner allowed, do not get carried away of you will cut it. No floating plates, 9 wire, chain, etc. can be used between the cage and frame or body except where stated.
2. NO More than Two (2) windshield bar or chain may be attached from the roof (no more than 3" up the roof) to the cowl area (no more than 3" below) on the front windshield area only to protect the driver. This may not be used as a strengthener or to keep a car from bending.

GAS TANKS

1. ORIGINAL GAS TANKS MUST BE REMOVED COMPLETELY.
2. Fuel cells or approved marine style tanks are recommended. Tanks must have secure leak-proof fittings.
3. Tanks must be located behind the front seat and must be securely fastened with chains, bolts or both. ZIP SCREWS ARE NOT ACCEPTABLE. if you choose to use a frame for the purpose of mounting your gas tank, it may either be mounted to the seat bar OR bolted to the floor sheet metal, not both.

GAS TANK PROTECTION

1. Max 24" wide 30" must be 2" from any sheet metal Additionally, gas tank mounts may not be used as a technical advantage on a car.
2. You may run an electric fuel pump, but it must have a kill switch that is clearly marked. Please use fittings or good hose clamps and make sure they are tight.
3. Any fuel may be used.

TIRES & RIMS

1. No studded tires. No liquid or concrete filled tires. Any ply rating, foam filled, doubled, etc. will be allowed. Rubber tires only.

2. No v tread tires. No dirt bike tires. Skid loader type are acceptable valve stem protectors OK.
3. NO rim Guard or bead lock no full centers.
4. No lip protection.

BODY & FRAME

1. ALL BODY MOUNTS MUST REMAIN IN STOCK LOCATIONS. If OEM body mounts are used, the portion of the OEM mount between the frame and body cannot be altered including the metal cone inside of rubber mount. If you chose to replace OEM body mounts, the OEM mounts may only be substituted with an actual rubber hockey puck (no homemade plastic or metal spacers allowed). They must be positioned in the original location and with the same intent as the factory installs them, but bolts may travel through the top of floor. Body mount bolts may be replaced with the factory size bolt for that vehicle. A washer, no larger than 1/4" x 4" x 4", may be placed on the top (inside car where bolt sticks through floor) and bottom of body mount bolts inside of frame. No welding washers to car body or frame. Do not add or relocate and body mounts and/or bolts. K-member and subframe mounts will be considered body mounts. Maximum size of k-member or subframe bolts permitted is the OEM size for that vehicle. Compact cars with subframes and full size subframe and pinch-frame cars may replace OEM mounts with hockey pucks. There must be a 1" space in between the frame and the body, DO NOT MODIFY THE HOCKEY PUCKS IN ANY WAY.
2. Notching and pre-bending will be allowed. Do not weld notches back together. Do not "enhance" or crease body lines.
3. A 3/8" thick plate may be used to skin the outside of the driver's door. Skin cannot extend further forward or backwards of the driver door seams.
4. Wedging and lowering of trunk area will not be allowed. Trunk lids may be cut or bent to tuck. Quarter panels must remain vertical and factory height. If you tuck the trunk, it must go straight up and down to the trunk pan.
5. Do not paint or undercoat frames inside or out. Do not grind or buff frames. If you weld on the frame other than what is specified you will be loaded All wheel weights must be removed, including on the inside of the wheels.
6. RIDE HEIGHT MEASURED FROM BOTTOM OF BUMPERS. FRONT MAX OF 22"
REAR
MAY NOT BE LOWER THAN 14" SUSPENSION

HOODS, TRUNKS & DOORS

1. Hood must have at least a 10" X 10" hole on each side of the air cleaner for fire personnel. Hood/Trunk cutout bolts may be used. Max. 6 per hole, no larger than 3/8" bolts and 1 1/4" inch washers. Hood must be secured in four spots with 3/8" chain or four spots with three strands of #9 wire or four pieces of no more than 2" angle iron no longer

than 2" in length with one 3/8" bolt may be used. Any place a bolt passes through a tie-down is considered one spot. You can use 3/8 chain or 9 wire (3 strands) to go around front bumper to the hood to keep bumpers from falling off this will not count as a tie down location TAKE ADVANTAGE OF this!!

2. Doors may be secured in four places per vertical seam when using the following max. 3/8" chains, #9 wire (three strands), or three locations when welding 1/4" X 3" X 3" patches per vertical seam. Location of chain, #9 wire or plates do not need to remain on vertical seams but must adhere to total count (i.e. - a sedan with 3 vertical seams will be allowed 12 total spots to be used at driver's discretion). Trunk lids must be secured in 4 locations using 9 wire (3 strands) or 3/8 chain or welding 1/4" plate 3"by 3". you may also use 3/8 chain or 9 wire (3 strands) to go around the rear bumper to the trunk lid this will not count as a location but is recommended to keep bumpers from falling off.
3. All hoods MUST open on stock hinges or removed completely for inspection regardless of cutout size. You cannot weld the hood directly to the car.
4. All rear inner decking panels must be removed from station wagons. All body seams must be visible for inspection whether it is a used car that is bent or a fresh car that is pre-bent. All trunks must have an 8" X 8" hole must be cut for inspection.

BUMPERS

1. Any year OEM car bumper is permitted. You may cut or bend bumper ends for clearance. SMW light bumpers will be permitted. No other Homemade bumpers aloud.
2. No loaded bumpers.
3. Bumpers may be seam welded.
4. You may add two plates one on each frame rail they must be between the front of the frame and bumper - max size of 6"x 6" x 1/4" to help keep the bumper on. These plates MUST attach to the back skin of the bumper. You cannot weld your frame to your sub-frame or to these extra plates.
5. You may hardnose bumpers on no extra metal can be used other than what was specified.
6. Bumper shocks can be welded to the OUTSIDE of the frame only 6" back starting at the front of the frame. Absolutely nothing inside of any frames. You may use 2"by 2" 1/4 tubing 6" long in place of a factory shock. Anything welded after 6" will be cut! No welding bumpers to bodies.

ENGINES, TRANSMISSIONS & DRIVE SHAFTS

1. Engine & transmission swapping between manufactures is allowed. Do not strengthen frames or cross-members with mounts. Motor mounts may be bolted or welded to cross member ONLY. One engine chain per side may be used max length 18" or closed loops no bigger than 3/8 chain, bolted to existing factory hole, or wrapped around crossmember only. Motor chains MUST go to the engine crossmember, straight DOWN, and only ONE LINK can be welded to crossmember. Factory style transmission cross members must be used.

2. Motor Mounts - to remain stock
3. THE TRANS MOUNT MUST REMAIN OEM or OEM replacement. NO SOLID Transmission MOUNTS.
4. No engine cradles
5. No slider drive shafts
6. Aftermarket shifters, gas pedals, ignitions switches, transmission coolers, electric fans, and throttle linkages are allowed. Transmission braces are NOT allowed.
7. Water only in cooling system. Please drain antifreeze prior to arrival at the track. Any cooling system must be wired or bolted no welding. Water boxes may be used. Water box size will be limited to 28" X 31" and must be BOLTED in under the hood with no more than four 3/8" bolts using 1 1/4" inch washers.
8. Exhaust may exit under the car or straight up through the hood. Some type of air cleaner must be used. No open carbs will be allowed.
9. Two batteries per car are allowed. Batteries must be mounted securely to the passenger side floorboard and covered with a rubber mat. We REQUIRE metal frames bolted or welded to the floor or chains. Do not use zip screws, ratchet straps or rubber straps. Do not strengthen car with the battery box. We REQUIRE metal frames bolted or welded to the floor or chains. Do not use zip screws, rubber straps or ratchet straps thru the floor. Do not strengthen car with the battery box.
10. Distributor protectors are NOT allowed. All large holes in firewall must be covered with tin, heavy rubber or fire-resistant material.

SUSPENSION & REARS

1. Any non-braced rear end may be used with a max count of 6 lugs.
2. Rear shocks to remain stock. You can chain the rear with 1 3/8 chain per side around the frame to rear no welding chain must be bolted.
3. No rear end brace allowed.
4. Suspension may be raised by using torsion adjustment
5. TIE ROD ENDS, BALL JOINTS MUST REMAIN OEM. No welding of any suspension components to frame or No plating or added metal will be allowed to strengthen springs, struts, etc. NO TRUCK PARTS.
6. Factory leafed cars must have factory spring packs with correct step-downs. No more than two replacement clamps will be allowed on each spring pack. They may not exceed 1/4" X 2" X 5". No suspension conversions.
7. YOU CANNOT WELD ANYTHING TO THE AXLE TUBES.

FULL SIZE CHAIN & GO

Class is designed for most larger cars except for the following:
Ambulances, Hearses, Imperials, Sub frame Imperials, and some
others. (Please call for vehicle qualification).

GENERAL

1. Please maintain the **STOCK STYLE** of build stated in the rules.
2. Approved marine style fuel cells absolutely no stock fuel tanks they must be completely removed all fittings must be leak proof. Double clamped fittings are recommended 5-gallon max of any type of fuel Battery must be moved to passenger floorboard no milk crates or any type of wood. Must not strengthen the car in any way. Must be covered with a rubber mat of some type

STRIPPING

1. ALL unnecessary glass, plastic, chrome moldings and flammable materials must be removed. No broken windows in doors!!!! This will not be tolerated.
2. The car must be clean and free of loose debris in the driver's compartment and the trunk.
3. All airbags must be removed. Drain air conditioners and radiators. Rubber hoses must be cut or removed prior to arrival at the track. All trailer/towing hitches must be removed.

DRIVETRAIN

1. A Lower engine cradle and front plate only no distributor protector, don't go crazy welding lower cradle in or you will cut. Only weld what is necessary.
2. Transmission cannot have steel bell or shaft.
3. OEM crossmembers only.
4. NO SLIDER DRIVESHAFTS.
5. Any OEM rear must be 5 lug only NO BRACING, pinion brake permitted. no axel savers,
6. 1998 and newer must run factory watts link no exceptions.
7. Motor swaps and aftermarket bolt ins such as shifters and pedals allowed.

WHEELS AND TIRES

1. Tires may be doubled no v tread or bike tread. Skid steer type ok, no liquid filled tires
2. Rims may have weld in centers but no full centers 3. No bead locks, lip protectors or rim guards 4. Valve stem protectors permitted.

BRAKES

1. A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during an event will be disqualified.

BUMPERS

1. Any year OEM car bumper is permitted. You may cut or bend bumper ends for clearance. SMW bumpers (light) will be permitted. No other Homemade bumpers aloud

2. No loaded bumpers
3. bumpers may not be seam welded
4. You may add two plates one on each frame rail they must be between the front of the frame and bumper - max size of 6"x 6" x 1/4" to help keep the bumper on. These plates MUST attach to the back skin of the bumper. You cannot weld your frame to your sub-frame or to these extra plates.
5. You may hardnose bumpers on no extra metal can be used other than what was specified
6. Bumper shocks can be welded to the OUTSIDE of the frame only 6" back starting at the front of the frame. Absolutely nothing inside of any frames. You may use 2"by 2" 1/4 tubing 6" long in place of a factory shock. Anything welded after 6" will be cut!!!
7. No welding bumpers to bodies.
8. Notching and pre-bending will be allowed. Do not weld notches back together.
9. RIDE HEIGHT MEASURED FROM BOTTOM OF BUMPERS. FRONT MAX OF 22" REAR MAY NOT BE LOWER THAN 14"

SUSPENSION

1. All suspension to remain stock
2. OEM, COILS, SHOCKS only NO ALL THREAD
3. No leaf conversions
4. Rear shocks and coil springs must remain stock and in stock location.
5. HUMPS MAY BE CHAINED AROUND REAR IN ONE SPOT PER SIDE. No welding chain.
6. 2003 newer Vic's must run factory aluminum components

STEERING

1. All steering components are to remain stock.
2. Aftermarket steering column is permitted.
3. NO REINFORCEMENTS

FRAME

1. Absolutely no welding of frame in any fashion other than specified
2. no pinning, plating loading of frames. STOCK only.
3. All body mounts must remain stock including core support.
4. No shortening of frame
5. NO TILTING OR COLD BENDING

BODY

1. Driver's door may be welded solid.
2. All other doors must use 3/8 chain or 9 wire (3 wraps per location) 3 connections per vertical seams
3. Trunk may be tucked but cannot connect to trunk floor in any fashion. TRUNK MAY not BE DISHED
4. Hood must have a minimum of 2 10" holes one per side

5. Trunk must have 12" inspection hole.
6. Hood and trunk may be fastened in 4 spots using 9 wire (3 wraps) or 3/8 chain NO ALL THREAD. You may also fasten hood and trunk in 2 extra locations to your bumpers using 3/8 chain or 9 wire (3) wraps
7. Roof sign mandatory we want to know who you are !!!!!
8. NO SHORTENING OF REAR OF BODY IN ANY FASHION, NO WRAPPING FENDERS, they must remain upright and parallel.
9. ALL BODY MOUNTS Remain stock no hockey pucks 10. CREASING The body is not PERMITTED

CAGE

1. 4-point cage is recommended
2. MAXIMUM THICKNESS OF CAGE MATERIAL 4"X 4" OR 2"X 6' side bar length is center of the rear kick panel absolutely nothing fastened to the cage
3. GAS TANK PROTECTOR BARS NO Bigger THAN 3"X 3" TUBING. MAX width of gas tank protector 24" and must stay 2" from packing tray. In wagons length is 32"
4. No down bars
5. Dash bar must be 5" from firewall.
6. Halo recommended and bolted to roof.
7. No swapping frames. They must be correct for the model year. 8. NO REAR window BAR
9. Drivers front door must have Padding between themselves and door.
10. If it does not say you can do it. It is NOT PERMITTED. If you have questions or concerns, please call first.

For tech questions email us at competitor@buckmotorsports.com

Tim Showers : 717.821.7526

Matt Balmer : 717.821.8170

PRO-STOCK (WELD CLASS)

Pro-Stock class is designed for any designed for most larger cars except for the following, Imperials from 1966 and prior, Limos, Specialty vehicles and some others. (Please call for vehicle qualification).

GENERAL

TO BE CLEAR, NO KICKERS OF ANY FASHION WILL BE PERMITTED, PERIOD!

1. No sedagons or wedging of cars
2. Any motor and transmission. Transmission cooler permitted in cockpit tightly secured.
3. FULL CRADLES PERMITTED. SOLID MOTOR MOUNTS PERMITTED
4. Transmission crossmember may be a max of 2"x 2" 1/4" tubing connected to frame by 1/4" 4"x 6" angle, with a max length of 6 inches. You MAY NOT put the crossmember through the frame in any fashion. TRANSMISSION MAY HAVE STEEL BELL, STEEL SHAFT AND MAY HAVE TRANSMISSION BRACE WITH SOLID TRANNY MOUNT CONNECTED TO CROSSMEMBER ONLY.
5. Slider driveshaft permitted.
6. ANY REAR, BRACING ALLOWED. NO BRACING MAY ATTACH TO BODY, FRAME OF PACKAGE TRAY AND CANNOT STRENGTHEN CAR IN ANY WAY.
7. Bracing of rear must occur between humps measured from innermost point of frame aka width of package tray. NO BUMP STOPS.

WHEELS AND TIRES

1. Skid loader type ok may be doubled no v tread or bike tread no liquid filled
2. Full wheel centers permitted; valve stem protectors allowed may not extend out past the wheel further than 1". lip protectors, bead locks ARE PERMITTED.
3. Wheels may be spaced 1/2" with additional center.
4. No external rubber or other material on the outside to protect the tire.

BUMPERS

1. Both front and back bumpers may be any OEM bumper. Bumpers may be loaded internally meaning within the factory skins.
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 4"by4". IF IT HAS A POINT THE POINT MAY NOT EXTEND MORE THAN 4" FROM FLAT FRONT OF BUMPER. POINT MUST

TAPER OVER 32". Bumpers cannot be sleeved around frame OR built around frame. Bumper must be built from flush mounting SURFACE forward, not backward around frame.

5. Bumper mounting: you may use a 2" x 3" by 6" 1/4 thick SQUARE TUBING on outside of frame. (1 per frame rail) Measurement for tubing starts at the end of the frame. Tubing can be on outside of frame top bottom left or right.
6. Measurement of tubing from back of bumper with straight edge.
7. Bumpers may not be lower than 14"s or higher than 22". Measurement taken from bottom of bumper.

SUSPENSION

- 2003 and newer cars may replace the factory aluminum cradle with a weld in cradle or Smw bolt in.
 - Imp sub cradles, 98-02 cut outs and gm cuts out must adhere to the following when welding in. A single pass of weld will be used. A 1/2 rod 12" long rod can be used as filler. 1 per frame rail. Absolutely no extra metal then what is listed. The rod must be painted red!!!
 - Tie rods may be reinforced.
 - *If choosing to swap an 80s style body onto a 03 and newer frame, the car will be inspected as a 03 and newer and above rules will apply.
1. Cars do not have to bounce
 2. Rear suspension may be 1" all thread.
 3. Coils may be welded to the rear and banded to the body in one spot.
 4. LEAF SPRING CONVERSIONS max 7 leaf's no truck springs no hump plates on leaf conversions or factory leaf cars
 5. NO AFTERMARKET A-ARMS
 6. Front suspension may be solid. Upper A arm may be contoured to frame and may be welded either with a single pass 4" bead 1 per side or use a 4" x 4" max FLAT PLATE (THIS PLATE CAN BE FOLDED AS ANGLE. A-ARM to frame on each side. (2 per A arm) THESE PLATES, AT SOME POINT MUST BE WELDED TO A-ARM OR IT WILL BE LOST
 7. A-Arms may be swapped OEM to OEM. Ball joints MAY BE AFTERMARKET AND may be welded in. Spindles OEM to OEM, NO aftermarket spindles
 8. Front shock can be 1" all thread. No Ski springs. Nothing at all is permitted on top of the coil springs. Coil pockets may not be reinforced in any fashion.
 9. Sway bar may be bolted to the lower arm. SWAY BAR MUST USE FACTORY MOUNTS AND CANNOT BE WELDED.

10. Humps may be chained around rear one spot per side. IF DOING SO YOU MAY EITHER WRAP THE CHAIN AROUND HUMPS AND REAR ONCE ON EACH SIDE AND BOLT CHAIN TOGETHER OR YOU MAY WELD (1) ONE FULL CHAIN LINK TO FRAME TO SECURE CHAIN. THIS MEANS ONE LINK PER CHAIN
11. Watts link kits are permitted. If using a watts link aftermarket or homemade it must bolt to the package tray utilizing only 7/16" maximum bolts. You MAY NOT, bolt through the package tray to the body. NO WELDING TO PACKAGE TRAY. Watts link uppers must be NO BIGGER THE 8" X 8" MAX. Lower may be a max of 2" x 2" 1/4" square cut for desired pinion angle and mounted in one fashion. A bracket on the inside of the frame may be welded but lower 2x2 must bolt to that bracket. MAX LENGTH OF LOWER MOUNTING BRACKET IS 6". MAX OF 3"X3" LOWER trailing arm CANNOT BE WELDED IN ANY FASHION. WATTS LINK KIT CAN ONLY BE BOLTED TO PACKAGE TRAY NO WELDING
12. Leaf Sprung Wagons and Sedans No aftermarket leaf packs; flat stacking will be allowed. 7 leaf's maximum, 5/16" maximum thickness, 2" stair step AND STAGGER, 4 clamps per LEAF PACK. Clamps maximum of 1/4" thickness 2" max width and bolted with 3/8" bolts.

STEERING

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 manufactures.
2. TIE RODS MAY BE REINFORCED. AFTERMARKET PERMITTED. HEIM JOINTS PERMITTED.
3. Aftermarket steering columns permitted.
4. Center link must remain factory.
5. NO HYDRAULIC STEERING.

FRAME

1. SEAM WELDING A-ARMS FORWARD IS PERMITTED. NO OTHER SEAMS MAY BE WELDED.
2. TILTING PERMITTED. YOU MAY TILT IN ONE SPOT PER RAIL ONLY NO EXCEPTIONS. NO EXTRA METAL IS ALLOWED TO BE ADDED TO WELD CAR BACK TOGETER. 1/2" MAX BEAD. IF YOU DO NOT TILT AT THE BOX, YOU ARE NOT PERMITTED TO WELD OVER THE BOX WELDS, ONLY WHERE YOU TILTED THE CAR
3. NO PLATING, NO STUFFING OR PINNING an ultrasound will be utilized to measure frame thickness.
4. Rear frame may be dimpled or cut for rolling.
5. On none leaf spring cars a 22" X 6" X 3/8" MAX HUMP PLATE IS PERMITTED ON THE OUTSIDE OF FRAME CLOSEST TO WHEEL. Hump plates must be between the

body mount in front of the arch and the body mount behind the arch. You choose the exact location.

6. No painting or undercoating on frames. No putty.
7. You may swap frames, but the car will be inspected based on make model and year of frame.
8. **FRAMES MAY BE CLIPPED MUST REMAIN SAME MAKE MODEL AND GENERATION/ERA.**
9. All body mounts may be changed to 5/8" BOLTS OR ALL THREAD WITH A MAX LENGTH ON BOLTS OR ALL THREAD 6". CORE SUPPORT ALL THREAD IS THE ONLY BODY MOUNT THAT MAY RUN ALL THE WAY TO BOTTOM OF FRAME.
10. A 1" space must be always maintained. This may be achieved utilizing any of the following: solid, OEM, Hockey pucks.
11. Boxes are limited to 4" space. Core supports a MAX space of 8". Core support spacers only, may be welded.
12. Rust repair is limited; ALL MUST BE PREAPPROVED.

BODY

1. The Driver's door may be welded solid, and you may have full door skin 1/4" max overlapping no more than one inch of seam. **DOOR SKIN NOT PERMITTED ON REAR DOORS** No protruding metal or rails outside driver's door.
2. All other door seams may be welded in a 5" on 5" off fashion. Outside seem only.
3. Trunk 5" on 5" off.
4. Trunks 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.
1. **YOU MAY ONLY USE THE FACTORY TRUNK LID NO HOODS. SPEAKER DECK MAY BE REMOVED**
5. Mandatory: 2 10" holes one per side of trunk lid for inspection. Holes may be bolted with 3/8" bolts in 10 spots.
6. Trunk may be tucked.
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" MAX 6" IN LENGTH WITH 8 TOTAL BOLTS. MEANING 2 CORE SUPPORT ALL THREAD AND 6 BOLTS THROUGH ANGLE TOTAL. maximum of 1/2" bolts. NO NINE WIRING HOODS. FRONT CORE SUPPORT MAY BE USED AS 2 SPOTS UP TO 1" ALL THREAD. ALL THREAD MAY NOT RUN THROUGH FRAME RAIL. MAX OF 3" WASHERS.
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. **WAGONS, HAND HOLES COVERS MUST BE REMOVED FOR INSPECTION.**
9. Fenders may be cut and rolled for clearance and welded back together or bolted a max of 8 times with 3/8" max bolts.
10. All fenders and body lines may be creased both horizontal and vertical. Be creative.

2. However, side rear fenders must remain upright in factory location, not beat down or inward.
11. Expanded metal Permitted at core support for radiator protection. MAX SIZE OF EXPANDED METAL 1/4 Water only in the Radiator.
12. No wedging
13. Speaker Deck may be removed or beat down. No rewelding of speaker deck in new locations.
14. Roof sign Mandatory for Identification.
15. No additional nine wire, banding, chain or cord allowed other than specified.

CAGE

1. Four point “floating cage” Dash bar, rear seat bar two side rails. In addition to side rails a center bar from rear bar to dash bar. ALL CAGE MUST REMAIN INSIDE COCKPIT.
2. Dash bar must remain 5" from the firewall. IN ADDITION, ALL CAGE COMPONENTS, (WITH THE EXCEPTION OF THE ALLOWED DOWN LEGS TO BODY AND THE GAS TANK PROTECTOR) MUST REMAIN 5" AWAY FROM SHEET METAL INCLUDING TRANSMISSION TUNNEL.
1. Side bars can extend beyond DASH BAR 5 INCHES MAX AND CANNOT ANGLED IN ANY FASHION NOTHING OTHER THAN SIDE BARS MAY BE PAST THE DASH BAR.
THE SIDE BARS MAY NOT EXTEND PAST THE REAR KICK PANEL
2. Cage may be gusseted at corners. GUSSETS THAT RUN PARALLEL WITH FLOOR WILL BE ALLOWED. NO VERTICAL GUSSETS
3. ON DRIVERS SIDE AND PASSENGERS SIDE... A DOWN BAR IS PERMITTED BETWEEN DASH BAR AND REAR SEAT BAR FOR DRIVER PROTECTION OR EQUIPMENT MOUNTED ON FLOOR PROTECTION. HOWEVER, THE BAR MUST BE PLACED 10" OR FURTHER BEHIND BASH BAR and only welded to body SHEET METAL not to the frame!!
4. A gas tank protector is permitted. No Wider than 32". Gas tank protectors may butt up against the package tray
5. Halo bars recommended. Halo may be bolted to the roof IN TWO SPOTS MAX. HALO BARS MUST BE ON OUTSIDE OF CAR
6. From the halo bar a front bar may be used and can connect to the dash bar and welded WITH A MAX SIXE OF 2X2 INCH SQUARE TUBING.
7. Rear window bar. Limit of 2x2 1/4" from halo to speaker deck. a 5"X5" plate is permitted at the bottom of the rear bar and may overlap and be welded to the trunk lid. This plate must coincide with the 5 on 5 off rule.
8. MAXIMUM THICKNESS OF CAGE MATERIAL 4"X4" OR 2"X 6' NO PASSENGERS.
9. FENDERS must remain upright and parallel. Body mounts must be utilized in factory locations. 3-inch maximum washers. Body bolts may only pass through the top of the frame. IF FENDERS ARE WRAPPED, THEY MAY NOT BE WELDED OR BOLTED BACK TOGETHER TO BODY.

10. ABSOLUTELY NO PLASTIC FUEL CELLS> MUST BE AFTERMARKET PRESSURE TESTED FUEL CELL• For your convenience and ours, please remain within rules. If it does not say you can do it. It is NOT PERMITTED. If you have questions or concerns, please call first.

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