



## DEMO CREW 2018 Rules

ALL ENTRIES MUST BE IN INSPECTION LINE 1 HOUR  
PRIOR TO THE START OF THE DERBY OR AN  
ADDITIONAL **\$50.00** FEE WILL BE ADDED TO  
PARTICIPATE!



### Entry and Registration

1. Each driver must fill out an entry blank in its entirety.
2. Each driver and pit crew member must sign a release form prior to entering the pit area. All injuries must be reported to the officials at once. Only drivers, owners, mechanics, crew members that sign the release sheet will be allowed in the pit area.
3. Each driver must be 16 years of age or older and must hold a valid driver's license. If under 18 years of age, the driver must have a notarized release signed by a parent or legal guardian.
4. If you are pregnant and/or have back, heart, or health problems, you are not permitted to compete.
5. Any driver or crew member not obeying the rules will be disqualified. Drivers are responsible for the actions of their crew members.
6. All competition rules are explained at the mandatory drivers meeting.
7. The track owners, fair board have the right to approve or reject any entry.
8. The track owners, fair board is not responsible for any vehicles, parts, or personal property at any time.
9. Any American made hardtop automobile or station wagon is permitted. No convertibles, jeeps, hearses, ambulances, or 4-wheel drive cars will be permitted.

### Inspection

1. Only the driver will be permitted with each entry into the inspection area. NO SPECTATORS PERMITTED.
2. Each entry will ONLY be permitted one additional attempt through the inspection area. Build your vehicles to the rules! NO REFUNDS will be awarded for illegal entries.
3. All entries will be required to open hoods in the inspection area
4. All entries must be inspected 1 hour prior to show time. If vehicle is not in inspection line 1 hour before show starts, a \$50.00 fee will be added to participate.

### Safety

1. Remove ALL glass, fiberglass, headlights, taillights, trim, interior, trailer hitches, etc. Vehicles must be swept clean. No junk tires, wheels, metal parts, etc. allowed.
2. All rear seats and flooring decking must be removed. Any sharp or protruding fins must be cut off the vehicle.
3. Standard safety belts, Z-90 approved helmet, and eye protection (face shield or safety glasses) are required. Neck braces highly recommended. Fire retardant suits, clothing, or hood is recommended. No shorts or shirtless drivers will be permitted.
4. Exhaust (either zoomies or headers) must point away from fuel lines and headers must be straight in the air.
5. All hoods must have a square hole directly cut above the carb. All hood and deck lid latches must be removed.
6. Firewalls may not be totally removed. If holes are cut for clearance purposes, the holes must be covered by something fireproof. If patched with metal, the metal must not be thicker than 16 gauge.
7. No spray devises or cans permitted in the vehicle.
8. All vehicles must have dependable brakes at all times.
9. Stock gas tanks must be removed from the original position. A replacement tank must be securely fastened in the rear section (no farther forward than the back of the front seat) of the driver's compartment. Steel gas tanks or Neoprene construction approved tanks may be used. No original tanks permitted. Gas tank must be securely fastened by means other than ratchet straps or wire. Tanks must be securely bolted to the floor. Tanks must be covered in a fireproof fashion. Any vehicle that spills gas will be disqualified immediately. Gas tank protectors maybe used must have a gap between the rear deck.
10. Electric fuel pumps are permitted, but the switch must be CLEARLY marked ON/OFF.
11. Stock batteries must be removed from the original position. A battery must be located in the driver's compartment and securely fastened to the floor. The battery must be covered.
12. No profanity will be permitted on any vehicle.

## **2018 Mild Weld Rules**

### **A. Engine/Transmission**

1. Fabricated engine mounts must not strengthen the car in any manner. Engine cradles are permitted, but must fit tightly to the engine and not reinforce the car in any manner. Only two additional locations may go to the frame (chains or ¼" x 1" straps), but neither may be attached to the frame any farther forward or farther back than the upper a-arm dimensions. Anything outside of this will be cut completely off of the frame.
2. Radiators must remain in the stock location. Overflow hoses must point straight down. No anti-freeze permitted, strictly water.
3. Bottom radiator support may be fabricated, but may not be welded to the frame. All fabrications must be welded to the existing core support structure. Maximum angle size is 3" x 3" x ¼".
4. Transmission coolers may be relocated to the driver's compartment. If so, they must be securely fastened inside another durable and properly vented container (box). If ice is to be used, the container must be leak-proof with a secured lid. If competition is continually stopped to determine if gas or water is leaking from your car, you will be disqualified. Steel or hydraulic lines are required.
5. Distributor protectors will be permitted. They may not directly touch or attach to the cage in any manner. The maximum width is 16".
6. Transmission protectors will be permitted within reason, but may not tie-in anywhere other than the cross-member.

### **B. Hood/Front Clip**

1. All vehicles must have a hood in place and operable. Hoods may be bolted or wired in six locations. The front two bolts may be attached through the core support mounts in the frame. The other bolts must attach to the core support or fenders only (not to frame). 4"x4"x1/4" plates may be attached to core support/fenders to mount the hood bolts. Hoods must cover fans and be open for inspection.
2. Two locations of wire may be used from core support/fenders to the front bumper.
3. Front fenders may be trimmed or folded under and bolted or welded. No additional metal permitted.
4. Front inner and outer-fender may be rolled and/or welded or bolted together directly over the wheel. No additional metal permitted.
5. Spacers may be run between the core support and frame. They may be welded to the core support and frame 8" max.
6. Washers may be welded onto sheet metal, core support, and bumper for wiring. Maximum outside diameter of washers is 3".
7. The only additional welding permitted is the seam between the core support and fenders. No additional metal permitted.
8. 12" x 12" minimum square hole over the engine may be bolted with two 3/8" bolts per side (8 total bolts) OR may have the inner webbing and outer skin welded together.

### **C. Doors**

1. Doors must be fastened shut by wire, chain, or welding. No loose doors permitted.
2. If welded, use steel no wider than 3" and no thicker than 1/4". If steel is thicker or wider, it will be cut completely off to run. Strapping may not be attached to the frame in any manner. Doors may be welded all the way around.
3. If wired or chained, use enough to securely and safely fasten the door. No wiring or chaining to the frame.
4. A protection plate may be welded over the original driver's door skin. It may not be thicker than ¼" and must remain within the boundaries of below the window, behind the clip/door seam, in front of the front/back door seam, above the bottom of the driver's door.
5. Welding of doors on the inside of car is permitted. No metal may be added to weld.

### **D. Trunk/Tailgate**

1. Deck lids and tailgates may be wired and/or welded. Six locations of wire may be used with two strands of wire in each location. Locations may be from sheet metal to sheet metal or from sheet metal to bumper. No wiring directly to the frame. If welded, only a maximum of 3" x 1/8" strapping may be utilized at a frequency of 6" on and 6" off. These plates may not be overlapped. On all sedans, the plates may only attach to any adjacent metal (quarters, rear cowl, bumper, trunk floor). A mandatory 12" x 12" inspection hole must be cut in the center of the decklid if it is welded shut.
2. Washers may be welded onto the sheet metal and bumper for wiring. Maximum outside diameter of washers is 3".
3. No vertical wedging, tucking, or smashing down of quarter panels is permitted. The body panels may be ball pin'd. All pre-ran wagon roofs may be smashed down to rest in-line with the top of the quarter-panels. The roofs may be treated as a decklid in section G1.
4. Inner and outer rear-wheel wells may be rolled and/or welded or bolted together with 4 bolts (maximum size 3/8"). Deck lid webbing and outer skin may be welded or bolted together with (8) 3/8" bolts. No additional metal permitted.
5. No welding of trunk or tailgate seams is permitted. No painting of the inside of trunks will be permitted. It will be cut open if it is.

## **E. Body**

1. Body mount rubbers may be removed. If they are removed, a 1/2" spacer must be replaced (not to exceed 3" in diameter) between body and frame. Spacer may not be welded to the body or the frame in any manner.
2. Replacement body bolts may be used. Maximum bolt size is 5/8". Washers not to exceed 3" in diameter or standard thickness (1/4"). If bolts are changed, a 1/2" spacer must be replaced between body and frame.
3. No extra body mounts permitted. Body bolts may not travel through both sides of the frame. Body must be bolted to the top of the frame.
4. No welding of interior or exterior body seams.
5. Floorboard rust may be patched. Metal may not be thicker than 1/16". The overlap of new and old metal must not exceed 2". Original floorboards may remain. Official's discretion on abuse.
6. Two locations of wire or metal must be placed from front cowl to the front of the roof to prevent hood entry into the driver's compartment. If metal is used, it must not exceed 1/4" thickness or 3" in width.
7. One location of wire or angle (no square tubing) may be placed from the back of the roof down to the rear speaker deck or Sheetmetal (floor) directly above the cross-member between the rear humps (no further back than 12" from roof). If metal is used, it must not exceed 1/4" thickness or 3" in width. The contact area permitted with the rear speaker deck/floor is 3"x4".

## **F. Frame**

1. No seam welding, patching, strengthening, painting, undercoating, or shaping of frame will be permitted.
2. 2003 & newer Fords may use an 80s & newer Ford steel cradle (no aftermarket) with a single bead of weld utilizing factory brackets, stock location, and no more than three 3" welds on the spring pocket. Any abuse of the intent of this rule will result in immediate disqualification.
3. Re-pitching of cars in a single area is permitted. Factory seams may be cut, the frame re-pitched, and factory seams re-welded. No additional metal or welds will be permitted.
4. Cars may be re-stubbed if a stock OEM replacement is used and it is ONLY butt-welded. No metal may be added. No overlap will be accepted. Welds may not be ground. NO EXCEPTIONS!!!
5. Cross-member mount may be substituted for a 2"x 2" x 4" maximum angle.
6. Two locations of wire (9-gauge maximum) may travel from a cage bar or roof to any body mount bolt or directly to the frame between the firewall and rear axle ONLY. Wire must be in a safe location (our call).
7. No filling of factory frame holes. This includes but not limited to bolting through both sides of frame for suspension components and random bolt placement in factory frame holes.
8. Front frames may be shortened.
9. All vehicles may have a 1/4" x 4" x 24" strap may be welded each rear hump. May contour frame.
10. A maximum of four "fix plates" may be used on fresh or pre-ran vehicle measuring 1/8"x4"x4".

## **G. Cage**

1. Drivers may install a four bar safety cage in their vehicles. Cage material may not exceed 5" in diameter. Cages must be welded to body only (not to the floor).
2. One bar may be put across the dash area and another behind the driver's seat. These bars may be attached to the body with two plates (not to exceed 7" wide and 1/4" thick). These bars must run horizontally across the car.
3. One bar may be put along the inside of both the driver's and passenger's door. No side bars may not extend forward past the dash bar and have a maximum length of 60".
4. Drivers may fabricate and install one piece of metal, not to exceed 8" in length, from the front cage bar towards the firewall. This piece may not protrude through the firewall or be attached to the distributor protector in any manner.
5. Exterior halo bars are permitted. Material may not exceed 5" in diameter. It must be attached to the four bar safety cage (not to floor). It may be attached to roof in three locations via bolting or welding. All halo bars must travel straight across the roof at the same point (or approximate) they attach to the cage. No angling back or forward with the halo bar will be permitted.
6. Gas tank protectors are permitted. They may not exceed 24" in width. Protectors may not be attached to sheet metal/frame.

## **H. Bumpers**

1. All bumpers must be stock appearing. Reinforcement may be done to the FRONT bumper inside the bumper only.
2. OEM to OEM bumper swaps can be made (Chrysler to GM, GM to Ford, etc).
3. Bumper brackets may be welded to the frame. Bumper shocks may be collapsed, welded, and/or chained.
4. Bumpers may be welded to brackets or shocks. Bumper seams may be welded. Bumper ends may be wrapped or trimmed.
5. All bumper straps must be mounted in a stock-type fashion. No swapping left for right straps, using rear straps as front straps, laying side-mounted straps on top of the frame, etc. will be permitted.

6. If the front frame is shortened in any manner and/or the front bumper is hard-nosed (welded directly to frame), no exterior bumper straps are permitted. An internal (and stock) bumper shock with a maximum length of 10" is permitted. A 2" spot weld may be used to fasten the rear portion of the shock to the frame at the point of exit. A ¼"x4"x6" plate can be used between the frame and bumper.

### **I. Rear end/Tires**

1. Any car or truck rear end will be permitted (maximum 8 lugs). Protectors are permitted, but may not strengthen car in any manner.
2. Multi-lug centers may be used. Bead protectors are allowed
3. No liquid-filled or studded tires. No screws in rims. No split rims. 16.5" maximum size.

### **J. Front Suspension**

1. Upper a-arms may be bolted solid or welded to achieve desired bumper height. If welded, you may use 3"x1/8" strap material to tie each upper a-arm and the frame together. The strap may travel straight down from the edge of the upper a-arm and resemble the contour of the upper a-arm. No overlapping of plates (a single pass only). No angle iron permitted.
2. Steering linkage maybe reinforced within reason. 1" x 1" x ¼" angle may be used to reinforce tie-rods. Replacement parts must closely resemble factory parts including diameter, length, and attachment points. Maximum diameter of ¾" tie-rods. N. Rear Suspension 1. Coil springs may be swapped and welded in. 2. No leaf-conversions. Stock-leafed cars must run stock leaves, mounted in stock locations, with stock hangers. If broken springs need replaced, factory step-down and thickness are required. No custom-made leaf packs, leafs over mains, or inverted springs permitted. One 3"x3"x1/4" plate may be used to strengthen each rear leaf hanger. Plates must only touch the hanger (not the frame/hanger bracket).
3. Five spring clamps are permitted on each leaf pack using no thicker than ¼" and no wider than 2" steel. No welding or bolting of leaf springs or clamps to body or frame. No duct-taping or welding of springs together.
4. Rear control arms may be lengthened or shortened with only a 1" overlap. Same thickness material must be used. They may be reinforced within reason, but must not reinforce any other portion of the car. Fords may convert from Watts suspension to a standard setup. All Watts components must be removed from frame (including bolts). Control arm brackets must be located in a stock location and cannot exceed 6"x6" in size where attached to frame.
5. Two pieces of 1" max all-thread may be attached vertically from the rear end through the cross-member located between the humps (above rear end) to adjust rear suspension height. All-thread may not be attached to frame in any other location. If no location exists to attach all-thread, a driver may weld two washers 4"x4" in two locations onto the body (sheet metal) directly above the rearend to fasten all-thread through.

### **Compact Cars Rules**

#### **NO ENGINE PROTECTORS ALLOWED OR BEAD LOCKS**

1. 108" maximum standard wheel base center to center, no alterations.
2. Factory gas tanks can stay in, if in front of rear axle.
3. Four point cage may not extend past the dash bar or more than 18" behind the driver's seat. Gas tank protectors cannot be any wider than 24 inches and cannot extend past rear seat.
4. Maximum of a 5 lug rear end.
5. Bumper straps may be used to securely fasten a bumper on either end of the car. No homemade brackets.
6. Front bumper brackets, if there are not stock to the car they are one they cannot be any longer than 10" . If you run a bumper shock inside a frame it can only be 10 inches long and must have an inspection hole to verify where it stops! You cannot have brackets on the side of frame and a shock bracket inside of the frame.
7. No down bars off of cage.
8. Rear window bars may not be welded to trunk lid. If no trunk lid it must go straight down.
9. Bumpers can be loaded if not a factory bumper, you may use a piece of 4" X 4" square tubing.
10. Doors can be welded solid, trunks can have a maximum of 45".
11. Body cannot be welded to frame or to bumper.

### **Full Size Truck Rules**

#### **NO STRAIGHT FRAME TRUCKS ("STATE FRAME") ABSOLUTELY WILL NOT RUN!**

1. Any American made truck is permitted. 4-wheel drive trucks may only run 2WD (pull a driveshaft). Any STANDARD ONE TON and down is permitted. If truck frame has extra support brackets or is beefed up from the factory you better call before building and we'll come look at it! Officials decision will determine if it can be ran!! Suburban's are permitted.
2. Tailgates may be welded shut using 3"x¼" strap. A maximum of 48" of strap may be used. Back bumper or tailgate has to be 16" of the ground.
3. Beds must be welded to the cab of the truck with a 3" strap directly behind the doors.

4. An interior four point cage is required to compete. The cage may not extend outside of the cab into the bed. However, it may attach vertically to the frame in four locations. No metal may be added to the frame to attach the cage. The vertical bars must be welded directly to the frame.
5. Car bumpers may be used. Factory bumper brackets can be used or 3"x3" angle or square tubing 8" long.
6. A single piece of 3"x3"x1/4" angle iron may be welded from the left front frame rail to the right front frame rail (in front of a-arms) on all front coil sprung trucks only. Front leaf sprung trucks may use a chain from rail to rail or from the engine cradle to each rail.
7. Trucks must securely fasten gas tanks directly behind the center of the cab in the bed.
8. 48" piece of 1/4"x2"x2" angle may be welded on inside of tailgate.
9. fix it plate rule 6"x6"x1/4" follow car rules! If abused plate will be cut off!!!!
10. NO HUMP PLATES
11. C-channel front frame trucks can run kickers off the front bar to the middle to the A arms no bigger than 2"x2" square tube. Boxed framed trucks down bars have to stop at firewall.

### **80's & Newer Stock rules**

1. Any STOCK American made 1980 or newer hardtop may be used. 2003 and newer Ford Motor Company full size cars, Crown Vic, Interceptor, Grand Marquis allowed **MUST HAVE ORIGINAL FACTORY FRONT CRADLE, FRONT SUSPENSION AND STEERING.**
2. Engine may be swapped (Chevy to Ford, Ford to Chevy etc.). **HAS TO HAVE STOCK RUBBER MOUNTS.** No engine cradles or distributor protectors. Weld or wire engine and transmission mounts in.
3. Hoods may be wired in six locations. 2 strands of 9 wire per hole. Sheet metal to sheet metal 2 spots to frame or bumper. Hoods **MUST** be open for inspection. Front and rear fenders may be trimmed for clearance.
4. Drivers door only may be welded solid. All other doors can be welded shut with 2 3"x6" per door seam OR 6 locations per side 2 strands of 9 wire per hole not both. Sheet metal to sheet metal.
5. Trunks and tailgates may be wired shut in 6 locations or welded 6 places 3"x3" plates. Must have inspection hole if welded. 2 strands of 9 wire per hole and sheet metal to sheet metal 2 spots can go to frame or bumper.
6. **NO WEDGING, TUCKING, SMASHING, COLD BENDING, TILTING OR PINNING OF QUARTERS OR BODY.** Body must be stock appearing. Quarters maybe cut for wheel clearance
7. **NO** extra body mounts. **MUST** have stock rubber mounts, spacing and can add 4" body spacers at core support. No bigger than 5/8" all thread can run through the hood.
8. 4"x6" hump plate 1/4"max can be added to the outside of the frame and cannot be formed in any manner. Or can be chained from hump to hump. One or the other.
9. Front Bumper may be swapped for any factory car bumper. Must have stock bumper mounts and may be welded to the mounts only. No extra metal may be added.
10. **ALL** suspension parts **MUST** be stock. May weld or wire in the rear coils.
11. May change body mount bolts. To a max 1/2" bolt with a max 3" washer.
12. 5 lug rear end only.
13. Frames may be notched **BUT NOT** welded back together.
14. 4- 3/8 bolts can be added to each side of quarter panels.

### **Engine**

1. Full engine cradles, distributor protectors, header protectors, carburetor protectors, front/mid-engine plates, etc... are not permitted. Lower pulley protectors are allowed.
2. Lower engine cradle is permitted for mounting purposes only! May not reinforce or strengthen the car in any way!
3. Engine swaps are permitted. must be mounted to factory K-member/cradle only. Motor must be welded straight down from factory motor mount to frame.
4. Stacks/headers are permitted. Engine may be welded or chained to K-member only not to frame!!

### **Transmission**

1. Aftermarket shifters and slider shafts **ARE** permitted!
2. Trans protectors, braces, aftermarket bellhousing, and tail shafts are **NOT** permitted!!
3. Aftermarket transmission coolers are permitted.

### **Frame-Suspension**

1. **MUST BE 100% STOCK!** Tilting, cold bending, reshaping, of frame is **NOT** permitted!!!!
2. 2003 and newer fords are permitted, must have factory cradle steering and suspension!!!
3. Front suspension may be welded. If welded a maximum 2"x2"x1/4"plate is allowed on front and rear of upper a-arms bottom a-arms may **NOT BE WELDED!**
4. Must run factory front suspension components. No aftermarket or reinforced ball joints or spindles.
5. You may cut/notch/dimple the rear frame to help roll. Notched areas may **NOT BE REWELDED!!!**

6. Frames may NOT be shortened, front or rear!!!
7. Rear suspension may NOT be solid. No all-thread shocks. Must bounce!
8. A chain or two strains of wire may be attached between the humps to prevent rear frame from hitting the tires.
9. Front sway bars may only be attached using factory brackets and mounts. NO WELDING!
10. NO FRAME SWAP (1998 FRAME/ 1998 BODY ECT....)
11. No package tray swaps.

### **Tires**

1. Any air filled tires are permitted.
2. Stock wheels only. Full wheel centers, wheel protectors, bead protectors, bead locks are not permitted!

### **Electrical and Battery**

1. Only one battery allowed must be securely fastened and covered before inspection.

### **FIX-IT-PLATES!!!!**

1. 4 fix it plates maybe added to fresh cars except 03 and newer fords
2. May use 2 fix it plates per side PLATES NO LARGER THAN 4"X4"X1/8" and may only be welded on 3 sides of plate.
3. If size or thickness is abused it WILL be cut completely OFF!!!
4. 03 and newer fords may only have 2 fix it plates and must be visibly bent or will be removed completely.

### **Rear-end**

Any factory 5-lug automotive/passenger car rear-end housing is permitted. Pinion brakes are NOT permitted. Internals, gears and axles may be or upgraded. Rear-end housing maybe NOT be reinforced in any way.

Rear-end braces, after market axles tubes/housings, axle protectors, oversized bearing ends or any other housing reinforcement is NOT permitted.

Stock-like trailing arm brackets and coil spring perches may be welded onto a non-coil spring rear-end for mounting purposes only. May not be used to strengthen rear-end.

98 and newer fords watts rear-end conversion is permitted. Watts conversion brackets are permitted. Trailing arms may be reinforced or 2X2" square tubing. Lower training are frame mounts may be no larger than 4X4" welded to the inside (side) of frame. Upper conversion brackets may only attach to package tray of frame and may not be bolted to the body or attached to the frame rails in any way. Brackets must be 3" away from frame rails.

The outer rear-end brackets must be removed from frame.

### **Drivers Compartment**

1. May have a 4 point cage around drivers compartment for safety. Maximum material dimension is 3" bar, square tube, channel, ect... One bar may be located behind the driver's seat, across dash, and two connecting bars along driver and passenger doors.
2. The bar behind the seat can sit no further back than 6" past front door post.
3. A roll over bar is permitted May not be attached to the floor or frame
4. The cage bars may be attached to sheet metal only with a maximum 12"x12"x1/4" plate. Cage may NOT attach to frame. If the cage bars are not weld securely, they must be removed for your safety!
5. A gas tank "holder" is permitted. Holders may attach to floor or cage. If attached to cage, the holder may be up to 24" wide and must be 5" away from ALL sheet metal on all car. This rule will be strictly enforced. If less than 5" gap the holder will be removed.
6. No window bars, #9 wire only from roof to firewall and roof to speaker deck or straight down to the floor.
7. IF you cut firewall out, no metal can be added.
8. Aftermarket pedals are permitted.

MUST RUN ALL FACTORY STEERING, HOWEVER YOU CAN RUN AFTER MARKET COLUMN. YOU CAN ADD ONLY HAVE 2 KNUCKLES DO NOT FOLLOW REGULAR CAR RULES THESE ARE THE STOCK RULES

### **Bumpers**

1. Any year factory bumper, may be used and seam welded, but not loaded.
2. T&T derby parts bumpers may be used. Must have 1 1/2"X1 1/2" inspected whole at each end. May be seam welded, but not loaded.
3. 03 and newer fords may only use 80's and newer front bumper and can NOT be seam welded.
4. Front bumper can be hard-nosed with no metal added and no shortening of frame.

**Track official and or inspectors decisions are final.**

**Ryan Tittle 419-618-8785, Jayvid Opp 567-207-4090, Joey Bowman 419-937-3568.**

**Fulton County Schedule of Events**

September 6<sup>th</sup> @ 6:30PM

\$15,000 Purse



	<b>Mild Weld</b>	<b>Trucks</b>	<b>Compacts</b>	<b>80's Stock</b>
1 <sup>st</sup> Place	\$2,500	\$2,000	\$1,000	\$2,500
2 <sup>nd</sup> Place	\$1,000	\$850	\$500	\$1,000
3 <sup>rd</sup> Place	\$500	\$500	\$250	\$500
4 <sup>th</sup> Place	\$300	\$300	\$100	\$300
5 <sup>th</sup> Place	\$150	\$150	\$50	\$150
Mad Dawg	\$100	\$100	\$100	\$100
Total Purse	\$4,550	\$3,900	\$2,000	\$4,550
Max # of Entries	24	24	24	24

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all events, and, by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and in no way a guarantee against injury or death to a participant, spectator, or official. The race 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 IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM ALTERATION OF SPECIFICATIONS. Interpretation or deviation of these rules and/or regulations is at the discretion of the official.

