

2017 RULES AND REGULATIONS

General Rules

***If car does not pass inspection or driver is unwilling to change car to pass inspection - absolutely no refunds!!

1. All rules will be followed, or you will not run!!
2. ANY MAKE, MODEL IS ALLOWED, 03's can change engine k member to bolted, welded in or steel over alum, pick one in factory location & sedagons allowed!
3. Ages 14 –17 must have a notarized permission slip.
4. The person that signs in as the driver/passenger- must be the driver/passenger for that event!
5. Driver must wear seat belt and helmet, along with eye protection.
6. ALL drivers and crewmembers must attend the drivers meeting.
7. DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or carelessness, you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified.
8. No hot rodding in the pits, keep it at an idle.
9. Any open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
10. NO sandbagging!!! You can be disqualified!!!
11. You are given 20 seconds for aggressive hits, 1 minute for restarts and 1 minute if you are hung up.
12. No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
13. Cars are subject to re-inspection before any prize money is handed out.
14. Any controversies will be taken up at the drivers meeting.
15. **Any questions give us a call! If it doesn't say you can do it, don't do it. Call 1st!!**
16. Judges decisions are FINAL!!!

Car Preparation

1. **All cars must be stock, unless modification is stated in the rules.**
2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
3. All decking in station wagons MUST be removed!!!
4. **RIMS NO BIGGER THAN 16.5, 3/8 thick WELD IN FULL CENTERS, allowed for weld cars and trucks, outside rim of ring must be stock!!!, No duals!!** No split rims, No studded tires. Foam filled or Doubled tires OK-we don't want any flats!!! Valve stem protectors OK. Tires may be screwed to rims.
5. Driver must have a fire coat or non-flammable jacket to wear while driving in event.
6. Driver must have safety approved glasses or face shield. Driver needs to have FULL faced helmets.
7. You may run a stock radiator or radi-barrel. **Radi-barrel must have some sort of pressure release valve, or you will not run!**
Radi-barrels: No welding of radi-barrels to the car at all! May be bolted in 6 spots to core support.
Stock radiator: If you run a stock radiator, you may use 1/4" max thickness material in front or the back of radiator only (has to be mounted to the the core support), The material can be 2" bigger than the radiator on all sides. May be bolted in 6 spots but no welding of material at all.
8. All cars must have working brakes.
9. A-arms, ball joints & spindles can be modified.
10. All trailer hitches and braces must be removed.
11. Original gas tanks must be removed. You must use a boat tank or well made fuel cell and it must be properly secured (no ratchet straps or bungees to hold the tank in place) and covered. No gas cans. Plastic gas tanks must be placed in a metal box!! Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car

where the back seat, use to be. If tank is mounted to the cage it must be at least 6" from any part of the car body. **Tank must be bolted to sheet metal only!**

***12. Gas tank protectors are allowed, no wider than 24 inches in center of car, must be at least 1" away from rear sheet metal (DO NOT POUND SHEET METAL). This may angle straight back from rear seat bar in center of car and must be 8" off the floor. Gas tank can't be connected to protector unless gas tank is mounted to top of protector and not to floor. Protector must be free floating- not connected to anything but back bar!

13. Transmission coolers will be allowed, but **must be bolted to sheet metal only not frame!**

14. Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered. Battery must be in a Battery Box, and **bolted to sheet metal only!**

15. You must have a number in bright colors on each front door and must have 15"x 15" roof sign with car number on it for judging and recognition of car, no excessive washers!!

16. Gas and brake floor mounted combo must be mounted 1 inch away from side rail and 1 inch from front firewall with 4 1/2 in bolts max. through sheet metal only, no excessive washers, cannot be used to strengthen car.

Car building: WELDING:

1. Only the Outside of Doors, may be welded solid with 3 inch wide straps x 3/16 inch thick or smaller fill materials. Top of doors may be rolled over and welded with no added materials. If you decide not to weld, then you are allowed to chain/bolt/wire them shut with UNLIMITED use of chain/bolts/wires.

2. You can weld frame seam from the front of the A-arms forward top side only! You are allowed 16" of additional frame seam welding (full size cars only-not compacts) from 2" behind the firewall/dash mounts forward to back of A-arm per frame rail, this will be measured and crush box seam welds will account for this. The frame seam weld can't be larger than 1/2" wide or it will be cut!! **The uni-body is considered the frame on Mopars and Suicide Lincolns, which it means No bolting, or welding the seam. NO FRAME SHAPING OR MANIPULATING OF FRAMES!! Must remain stock!!!! Min shaping of humps 12" from center (24" total)**

3. **For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X, you may also have a bar across your dash (**must be 5" min. away from center of firewall**), **You can weld 2 straps from the dashbar to the firewall, must be on top side of cowl & dash bar, 3" BY 1/4 FLAT OR ANGLE**

you may connect the dash bar to seat bar across the inside of front doors, You may have a roll loop behind the seat, or attached to seat bar which must be welded to the floor or frame and welded or bolted to the roof – no kickers going to the back or front of the car. Back of cage including roll bar, can only be 10" from back of seat. You will be allowed 2 down bars on the inside on driver's door going down from the inside cross bar. Also allowed 2 down bars per side on inside of car welded to frame!!! **Outside or inside of drivers door only, can be reinforced** not to exceed 6 inches past each seam. . you may also weld your steering column in. (**6" maximum diameter on all cage material, no piece longer than 60 inches in length may be used.**) **ALL CAGE MATERIAL MUST BE A MINIMUM OF 8" FROM FLOOR. NO CONTOURED PIECES, TRANS TUNNEL MUST HAVE MIN OF 6" FROM DASH BAR!!**

Bumpers:

1. Loaded and seam welded bumpers allowed, . Stock appearing bumpers from the front!!! We will allow you to take any bumper apart. Weld any material you would like up to 5 inch max depth material to the inside of the bumper chrome skin, weld the chrome skin back into place. Metal inside of the bumper must fit the contour of the stock outer chrome! No changing angles of skin!

Any Automotive bumper brackets may be used on any car, **20 inches in total length starting from bumper**, may use 1/4 thick- 5 inch wide- 20 inches long home-made plate for

bracket to side of frame (Only 1 pair of brackets or plates may be used).. When welding bumpers to the shocks and brackets – Weld them well; we don't want any bumpers falling off! **Bumper height max 28" to the top of the bumper, rear frame rails must be minimum of 14 inches to bottom of frame to ground.** Chrysler "Y" frame cars will be allowed to weld a 5"x9"x 1/4" plate on the top or bottom of the "Y" opening. No bumper brackets will be allowed if the plate is used. Or can collapse y and weld top seam only and use bracket rule.

2. Rear bumper may have 2 straps, 2- chains or 2-wires (4 loops) from trunk deck to bumper. You can only have 1 of the 3 used, NOT all 3! Straps can be up to 3" wide and no more than 5" on the bumper and 5" on the trunk. Straps may be up to 1/4" thick. You are allowed wire from radiator support to front bumper in 4 locations.

HOOD/TRUNKS:

1. **Hood must have at least a 12-inch square hole cut out in cast of fire. You are allowed 12 extra-3/8" bolts to bolt your hood skins (NOT TRUNK SKIN) back together. You will be allowed 8 hood bolts; you MUST have at least 4 hood bolts. You may have up to 1" all thread, 2 may be used from the hood down to the frame sleeved with up to 1 1/4" diameter material max. The top 5" of all thread may be welded to radiator support. Chrysler products may run all thread behind radiator support down to top of frame and be welded to top of frame welded with no added material. Rods may pass through frame. Two more rods may be tight against firewall (not welded or attached to firewall other than 5 x 5 inch washer welded on top of firewall to keep rod upright) down to top of frame welded size of rod only (no plates, nuts or washers at frame). All remaining 4 hood bolts must be sheet metal to sheet metal Hood must be open for inspection. Plates for hood bolts cannot exceed 5"x5"x1/2". Hood bolts can be up to 1 inch in diameter.

2. You can fold hoods or trunk decks over but 60% of the hood or trunk lid must be in factory location. wagons may tuck roof down with 4 spots (these may not be connected in any way... must remain 4 separate spots) holding the roof down to the car body or frame. Can use body bolt or chain or wire!

3. 2 - 1" All-thread may go from the trunk lid to frame, can go through body mount hole or can be welded to the side of the frame, or you may use wire in 2 spots with 4 loops from trunk lid and may go around the frame with the wire. CAN'T DO BOTH!! Top trunk lid seams may be welded solid, or unlimited bolting with no bigger than 3/8 bolts. **Wagon tailgates maybe welded solid outside only with no bigger than 3" strap, or you can have 1 threaded rod no bigger than 1" from taillight opening to taillight opening only. Sedagons can run bolt from frame through roof or skip weld them inside of fenders**

BODY MOUNTS:

1. Body spacers can be removed and frame can be tight to the body.

2. Body mount bolts can be replaced with 1" bolts, Bolts may extend through body and have up to a 5"x 5" x 1/4" thick washer on top. Bolt must be up inside of frame as factory and may have larger washer inside of frame (no longer than 5"). Washers inside frame may not be used as a gusset! If there is factory rubber mount without a body bolt, you can add the bolt to the mount.3. A 3" diameter 1/8" washer can be welded to the top of the frame over any body mount hole.

SUSPENSION:

1. Suspension must be at stock height. Leaf springs must be stock, you may add one spring as long as the main leaf spring (9 leaf maximum), you can't wrap the added leaf spring to make a double main - tow packages OK. The Main leaf spring must be the top spring in the spring pack and leaf springs must stagger down with at least a 2 inch stagger from longest to smallest. You can re-clamp springs, 6 clamps per side homemade or factory. Homemade clamps can't exceed 2x4x1/4 inch. You

can put spacers in sagging coil springs to get your height. You can bolt or wire coil springs to rear-end and frame to prevent springs from falling out. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. You can loop chain or wire from rear end to frame in 2 spots on each side. No bigger than #9 wire or 3/8" chain or cable may be used.

2. Mopars can weld mounting brackets to uni-body where leaf springs are mounted factory to uni-body frame.

3. Rear-end control arms may be reinforced, but must be workable. They may be shortened or made longer as well. (Homemade ok.)

4. Use rear end of choice, **can be ¾ ton**. You can tilt rear end if you wish. Welded or posi-track highly recommended,

5. Rear-end Housings may be re-enforced. Hybrid rear-ends are allowed. Rear end brace cannot extend more than 6 inches off the stock housing.

*****6. Front A-arms may be bolted, chained or welded down to get your bumper height. Welding- 2 straps 2" on frame 2" on A-arm

SUSPENSION for 1977 & Newer GM and 80 & Newer Ford cars running with the old iron & leafing coil spring cars:

1. You may leaf these types of cars. If you do not convert to leafs, you are allowed a 1/4" thick by 22" long hump plate, this must follow the contour of the hump, centered and welded with one pass of 1/4" weld. This plate must be welded to the outside only, match the factory hump and not span the center of the hump. Do not weld any seams on the rear of the car!

If you leaf an 80's wagon you cannot run hump plates!

All full-size k-frame MOPARS may run the k-frame tight to the frame and weld them together with no more than three 4"x4"x1/4" plates per side.

2. Same leaf spring rules apply as factory leaf cars.

3. Rear mount 6"x6"x1/4" shackle, welded to or bolted thru the frame

4. Front eyelet mount may be as follows:

In trailing arm bracket, with 3"x3"x1/4" gusset or box welded to the frame 4"x6"x1/4" maximum.

5. Springs may be mounted above or below the axle. Must be of factory automotive type leaf springs.

ENGINE MOUNTING:

1. Engine mounts may be welded to engine cradle.

2. Use motor and tranny of choice, motor must be in stock location. You may chain or weld motor and tranny to keep in place (don't strengthen the frame).

3. You may have 2 flat straps 2" wide ¼ max thick from the motor head to frame on top side of frame next to A-arm on front side of motor and can be welded with 2" width of strap with 2" of length! U are allowed 2 flat straps on rear of motor from head to top side of frame, same thickness & mounting as front, if used for strengthening car they will be cut! If this is used to re-enforce frame, straps will be cut!

***4. **You may have a transmission protector.**

STEERING:

1. Tie-rods ends must be stock, but the center can be re-enforced, A-arms, ball joints and all other steering/suspension must remain stock.

2. You may alter your steering column to prevent loss of steering. Steering knuckles, homemade steering shafts, etc.

FENDERS:

1. You may cut wheel wells for tire clearance. Fenders may also be bolted together with 12-3/8" bolts or less, Outside sheet metal only. The rear quarter panel is considered part of the rear fender.

MISC:

1. For safety, you are allowed 1 strap in each door window opening straps can be 2" wide – ¼" thick and can be welded 5" on the door & 5" on the roof. **Rear window bar can be 2" square tubing**

with a plate size no larger than 5 x5 x1/4" thick, and must be welded within 5" of window track. Any metal beyond 5" of window track will be cut! You may not use wire if you use straps ** Hardtop cars may have another strap at the door post. You must have 2 bars in windshield from roof to dash for safety reasons must be a minimum of 3" outside of Dist. cap protector. Must be a minimum of 5" of space between front window & rear window bars & roof sign. Nothing from front window bars protruding over hood.

2. You can run shifter through floor and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump – must be hooked up to your ignition switch – so when your car shuts off – it shuts off.

3. You are allowed 2 spots with 4 loops of wire (no cable or chain) in each window opening and may go to the frame. No welding washers around holes on car body. Can not be attached to cage at all.

4. You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8 chain/cable in 1 spot only. This must go around the frame, this cannot be bolted to the frame.

5. You are allowed to bolt, or weld Factory body seams together, not hood, trunk lid, tailgate, or door seams. The uni-body is considered the frame on mopars and Suicide Lincolns which it means No bolting, or welding the seam.

6. No painting, sandblasting or undercoating of frames. OR USE OF CHEMICALS!! Car will NOT BE INSPECTED

7. Dist. Cap Protector is allowed. Cap protector can't be mounted to body, frame or cage.

8. No re-enforcing steel on tranny tunnel!!

9. We reserve the right to drill a 1/2" hole in frame to scope.

RUST REPAIR & FRAME REPAIR:

1. You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 1/8 inch or less. You are allowed to weld the patch 2 inches past the rusted out area, leave the rust in place.

2. Bent frames only may be repaired with 4" X 6"- 3/16" thick flat plate. You are only allowed 4 plates per frame rail front and rear of car. The center door post divides the car in half. The patch may be welded solid, but you must have a 1/2 inch hole in the patch. You can only repair the frame once in each place. No re-patching or layering of patches. Plates must have a 1" space between plates. BEND IN FRAME MUST BE PROVEN OR PLATES WILL BE REMOVED !!!!!