

Rocky Mountain Derby Promotions

2023 Rules

GENERAL RULES

- Registration and release forms must be completed prior to inspection. Entry must be paid prior to inspection.
- If the car fails inspection you may be allowed to make corrections. If you are unable to complete corrections or decline to make corrections your car will be disqualified.
- Entry fees are non-refundable and must be paid before inspection.
- Car numbers are on a first come basis
- Drivers must be 16 years old. ID required.
- All 16 and 17 year olds planning to drive in any event must have a release form signed by a parent or guardian and notarized prior to being eligible to race.
- Only one support vehicle per registered car.
- No alcohol allowed in pits.
- **Drivers meeting is mandatory.**

Only drivers are allowed in the inspection area, no other spectators allowed.

Check in will be an open window before inspection by class.

Driver must have inspection paperwork before entering in line inspection

- Compact cars will race under limited weld, full weld or stock car rules. Unless otherwise specified.
- Compact cars may be American or foreign.
- If we have more than 14 entries in any class we will split into heats so please come prepared; this will be decided on the day of the event by the head official.
- **A DRIVER'S SAFETY BELT, SAFETY HELMET, LONG SLEEVE SHIRT AND LONG PANTS (NO SHORTS) MUST BE WORN DURING COMPETITION!** Fire suits and neck braces are highly recommended.
- No passengers allowed
- Halo or roll bar mandatory in EVERY class.
 - Exterior drivers door protection mandatory for every class

All frame patches must be painted white with a ½" hole drilled in the center to determine thickness.

Cars may be re-inspected at any time by the judges.

If cars are found with any patch/welding not allowed in that particular class the patch/welding must be completely removed to pass inspection.

No hot rodding in the pits.

All drivers and pit crew members must attend the drivers meeting.

Person that signs as the driver must be the driver for the event.

ALL DECISIONS MADE BY JUDGES ARE FINAL!!!

DRIVING RULES

- Drivers must make a hit every 60 seconds and hit must be aggressive. Sandbagging will not be allowed. Your only warning will be at the drivers meeting.
- A car with 3 wheels out of bounds will be disqualified.
- Hitting the driver's door is not allowed, however with this type of competition we understand it may happen. If the officials feel it was an incidental driver's door hit you will be warned once. If it happens again you will be disqualified for the heat.
- Car fires - we will let you run as long as we pass a safety check and the driver is okay.
- If the last two cars in the main event become stuck together for a one minute period and are unable to separate on their own, the judges will make every attempt to separate the cars carefully, so as not to inflict damage to either car so that they may continue the first place battle to provide the audience a great show. The race will conclude when one car is no longer able to continue or the driver raises his flag in submission. If a single hit the last one to make a hit they will be declared the winner.
- Cars must remain in the arena until heat is done. Any prize money will be forfeited if the car leaves early.

If any individual approaches a derby judge while the derby is in process the derby will be stopped and that individual will be removed along with any car that individual is associated with and all money winnings will be forfeited.

Sandbagging is not allowed, you will receive one warning, second warning you will be disqualified.

Team driving is not allowed.

LIMITED WELD

CAR PREPARATION

1. Any American made car can run with the following exceptions: No 1970 or older Lincolns, No 1973 or older Chrysler Imperials or Imperial Sub Frames, No 03 and Newer FOMOCO, No 4x4's, ambulances, hearses, trucks, or limousines (frames or full cars etc).

You cannot put a wagon body on a sedan frame, and you cannot put a sedan body on a wagon frame. No manipulating a wagon's roof to create a sedan. You cannot cut the roof off at any time for safety reasons.

2. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.

3. All cars must be stock, unless modification is stated in the rules.

4. All glass, plastic, chrome, and interior must be removed from the car before arriving at the derby. 4. All trailer hitches and braces must be removed.

5. Batteries must be moved to the passenger front floorboard or mounted on the cage . They must be properly secured and covered.

6. A 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.

7. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.

8. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!

BUMPERS

Bumpers are interchangeable. Any automotive bumper may be used on any car, but no more than one set of bumper brackets may be used. Bumper brackets may be from any car that is legal to run in your class and on only one side of the frame. Bumper brackets must be one of

the two following methods. **NO AFTERMARKET POINTY BUMPER!!!**

First way – factory bumper brackets that are legal to a car in your class may not extend any further back than the first 14” of the frame. You can weld bumper brackets to the frame (single pass only). You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock brackets. You can collapse shocks, and you can bolt the shocks to the towers with ½” bolt or less, and it must be done vertically. All brackets must touch the bumper and cannot be cut apart to lengthen.

OR

Second way - INSTEAD of using bumper brackets you are allowed to use ONE 4” wide x 3/8” thick plate, bracket can be formed extending from your bumper down either a side, or the top, or bottom of the frame choose only one it may can wrap a corner and cannot be any longer 18”total meaning 14” on the frame and 4” on the bumper. You are also allowed to wrap this strap around the front of the frame 4” to create an “L” shape. This is to give you enough material to weld your bumper to the strap. Plate may be reconfigured but must stay only 4” wide max. Do not bend the plate past 90 degrees when you reconfigure the plate. Plate may be welded on either side of the frame or the top or bottom, your choice. Do not abuse this rule **YOU WILL CUT.**

You may reinforce bumpers on the inside of the bumper. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid, we do not want them coming off. Bumper height not to exceed 22” to the bottom of the bumper to the ground and must be a minimum of 14” from the ground to the bottom of the bumper or frame. Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.

Front and rear bumpers may have 4 loops of wire from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame). These cannot be placed in front of the radiator.

The bumper may be built up to have a 6” point from the farthest point from the back side of the point (front of bumper) to the point over a 36” span and 8” tall.

Rear Bumper- The only way you can weld bumper to frame is if it came from the factory with brackets to the frame. Brackets must follow the front bracket rules. **(NO MORE THAT 14” ON FRAME)**

If the brackets are mounted to the body only, they have to stay on the body. Bumper has to stay with those brackets. Do not move the bumper to the frame. You may weld brackets to the body. Bumper can weld to the brackets and the body. Non shock bumper welding to the body is 5” on 5” off etc. You can weld 3”x 5”x1/8” strap to the body.

Do not weld the shock bumpers to the body.

FRAME

Shortening- You may shorten the front frame rails only. You may cut the frame off flush with the front edge of the body mount hole (core support mount). If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run.

Remember you can only weld main frame seams no fingers, brackets or engine cradles. Cadillacs must remain 18" long from the front side of the spring bucket lip forward, and must be measured with a straight line from the front to the back of the car not diagonal. Call if in question

FRAME WELDING

The only frame seam welding allowed is:

1. A-arms forward top and bottom frame seam, ½" wide maximum bead.
2. A total of 14" of welding allowed behind the a-arms. All weld must be marked with orange paint. This will allow the FoMo Cars to cut and tip the box and reweld with 14" of weld and the old iron cars to reweld the seams where the factory missed or any other factory welded seam. Do not weld the front frame or box to the side rail.
3. If you cut to tilt it has to be done in the side rails. Crossmember, bracket & downbars cannot support the tilt.

Only factory welded seams may be rewelded. If you choose to cold bend the car do not support the cross member. These are the only ways to bend a fresh car.

RUST REPAIR – Call before fixing any rust on the frame.

Chrysler K-Members cannot be altered.

FRAME SHAPING- No frame shaping is allowed. **THIS INCLUDES FRAME STRETCHING!! YOUR CAR WILL NOT RUN.**

FRONT SUSPENSION TIE RODS AND BALL JOINTS

Tie rod tubes may be reinforced, or tubes may be used. Do not reengineer the way the steering components mount to the frame. Only stock car replacement tie rod ends are allowed; no pickup, heim joints, or van tie rod ends. Aftermarket ball joints are allowed such as mp1004 mp1002 and so on NO homemade ball joints or bolts permitted. AArms - A-arms may be welded down but may not be reinforced. If welded it may only use up to 2-2x4x1/8"

thick strap. This strap must weld to the a frame and cannot extend farther forward or backward than 1" past the widest part of the a-frame. No changing or modifying the a-arm brackets. If you use a screw in ball joint, the collar can only be a 1/2" in diameter bigger and 2 1/2" tall.

COIL SPRINGS- must be a factory car coil spring for a car that is permitted to run in this class Steering box – May be interchanged but must remain a stock box for a car that is legal in the class you are running. Pitman arms must remain stock or stock replacement

IDLER ARM – Idler arm must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running. Hubs – Must remain stock for the spindle you are using no aftermarket hubs or rotors. Brake calipers must remain stock for the stock spindles

SPINDLES – must be stock for a car that is legal in the class you are running, with no modifications.

REAR SUSPENSION

Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 3/8" thick and no wider than 2 3/4" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can clamp springs, 6 homemade clamps per side. Homemade clamps can't exceed 2x4x1/4". Eyelets must be in factory location of the car you are running. 2" arch one direction from center of eyelet to eyelet.

You can change coil springs to a stiffer spring to get your height, do not raise the suspension any other way. You can bolt, wire, or chain coil springs to the rear-end and frame to prevent springs from falling out, do not go through the body as this would be another body mount. You may weld leaf spring mounting brackets to prevent them from becoming unbolted (single bead no wider than 1/2").

You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear end to frame in 1 spot on each side, must go around the frame, do not bolt the chain to the frame. If you do not choose to wrap your chain around the frame you will be allowed to weld the chain to the hump plate only, with only one link welded per end. Max chain link size 3 1/4" OD. You may use a 1" bolt or all thread from your rear end housing to the package tray. You may use both the chain and the 1" bolt to help hold the rear end in the car.

You cannot leaf spring a factory coil spring car.

WATTS LINK CONVERSIONS ARE ALLOWED ON ANY FACTORY COIL SPRING CAR

THEY MUST FOLLOW THE FOLLOWING SPECIFICATIONS.

- They must bolt to a package tray with 4 – ½” diam. Bolts No welding of the upper brackets to the package tray.
- The upper brackets can be no thicker than 3/8” and must be at least 1” away from frame rail.
- The upper trailing arms must angle off the factory mounting point on the rear end and mount to the package tray in the factory mounting location of the car you are running 98 – 02 fords mount the same way as a 97 and older ford.
- Lower frame brackets may be ¼” X 3” X 3” box tubing 3” long welded to the side of frame (not to top or bottom of frame in any way) where the factory brackets are located.
- All unused brackets must be removed from the frame.
- No gussets may be used on these lower brackets.
- Trailing arms both upper and lower may be 2” X 3” square tubing they must bolt into brackets

REAR-ENDS

Use rear end of choice but must be no more than 10 lugs. Welded or Posi-track highly recommended. Back braces are welcome. Braces may not extend more than 5” on the outer 10” of a stock size axle tube and 13”, all the measurements will be off the center of the axle tube. Rear end brace has to be 1” from frame & case. Brace cannot go through the floor.

REAR END CONTROL ARMS can be reinforced or be AFTERMARKET. They must have a bushing or at least a bolt and pivot unobstructed whatsoever. They may be shortened or made longer for pinion angle. They must attach in stock configuration for the suspension setup you are using. Can use 2”x3” tubing and must be able to pivot freely.

TIRES/WHEELS Tires no bigger than 16 inches, No split rims, No studded tires. Doubled tires and Solid Tires are ok – we don’t want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims. **NO** foam filled drive tires for the arena shows for safety reasons. Wheel reinforcement is allowed as long as the wheel starts with a stock wheel, and the reinforcement stays within the factory bead. Bead locks are permitted in this class. Bead locks may be no more than 20” in diameter and can be on the inside of the tire only.

ENGINE AND TRANSMISSION ENGINE CROSS MEMBER

You are allowed (2)-4x8 plates on the frame engine saddle to attach your engine mounts to. Motor mounts may only go to the frame engine saddle not into the frame or engine saddle.

ENGINE

Use engine of choice, engine must be in stock location. **Distributor protectors are allowed**, but must be attached to the engine or transmission only, the backside must be no wider than 12 inches. It may not be welded, bolted or connected to the body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump. Aftermarket cradles are allowed. **Firewall will be cut out completely behind it, from the base of the intake up and the width of the midplate.** If we feel that the car has been built for the DP or any part of the protector is being used to support the car you will not run or will be asked to change it. Mid Plates are allowed. If we feel that the car has been built for the midplate or any part of the protector is being used to support the car you will not run or will be asked to change it. Lower Cradles are allowed but must be attached to a factory style engine mount attached to the frame. Pulley Protectors are allowed, if running one it may extend 2" past the water pump and can only be 14" wide but only if the sway bar is removed. If we feel that the car has been built for the pulley protector or any part of the protector is being used to support the car you will not run.

You will be allowed 2 pieces of 2x2x4 angle iron per frame rail as additional engine hold downs and must be connected to the engine with chain or wire. 1 in front of the A-arm between the bumper and the front of the A-arm and 1 behind the A-arm in between the firewall and the back of the A-arm. These angle iron must be set flat on the frame with one side vertical. **DO NOT ABUSE THIS RULE OR YOU WILL CUT UNTIL WE ARE HAPPY**

TRANSMISSION BRACE AND SKID PLATE

You may run multiple bars down or one solid plate that conforms to the transmission and may run from the back of the heads or DP to the back of the transmission. If these bars or plate catch the sheet metal excessively you will be required to cut reliefs into the transmission tunnel. Your trans brace can only be 12" where it meets the transmission cross member, measured from the center of the tail shaft 6" each direction. Trans brace may be no more than 2" off the transmission housing. You are allowed to build a 90-degree angle where it meets the transmission cross member and it may be tied down with one 3/8" chain or 2 – 5/8" bolts with 1.5" washers or welded to the cross member for 4" total.

TRANSMISSION CROSSMEMBER

You must run the transmission cross member in the stock location for the car you are building. You can weld 2" angle iron no thicker than 1/4", no longer than 8" to the side of the frame to support the cross member. You must remove the stock mount if you run the angle iron. If you pre-bend the frame, do not use angle iron to re-support the bent area. You may use the factory crossmember or it can be replaced with up to a piece of 2" x 2" piece of steel. The transmission cross member must be one piece and must be straight from side to side (No arched cross members). The transmission cross member is

the only method which the transmission may be tied in. The transmission brace and skid plate can only meet the cross member over a 12" surface area. Cars that have frame extensions need to stay one inch off the cross member. The transmission crossmember and supporting angle iron cannot tie into or run under the frame extensions on the Cadillac. Frame extensions must be 1" from the crossmember.

BODY

Body Shaping Body may be shaped on the exterior sheet metal only. No body shaping inside the passenger compartment, inside the trunk, or inside the engine compartment at all. Rust Repair You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2" beyond rust.

#9 WIRE RULES

You are allowed 2 spots of #9 wire, 4 loops per window opening (no cables). You may run wire from the frame rail underneath the back of the car, behind the rear end with 4 loops of wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld 1 – 3/8 chain link to the side of the frame to run the wire through, but do not reinforce the frame with the chain link or you will cut it off. This wire may pass through the trunk floor if you choose.

RADIATORS

For mounting radiators you may use up to 4 – 1/2" all thread. This may pass thru the bottom of the core support. This must not pass thru upper core support. It may be attached to a 2"x 6" 1/8" flat steel and must be welded to the core support they must be outside the fan. You may run an 1/8" radiator guard in place of AC condenser must not go any farther than 2" beyond the factory condenser hole. **DO NOT ABUSE THIS OR YOU WILL REMOVE IT COMPLETELY!**

BODY MOUNTS

Body mount bolts can be replaced with 3/4" bolts 8" long, body mounts can be replaced with steel or washers but must be 1" thick and have the same diameter as stock spacers. Bolts may extend through the body and have up to 1-4"x4" washer on top, washers must be separate and cannot reinforce the frame. Bolts must be up inside of the frame. If you choose to use a body mount hole for your trunk ready bolt that does not have to be up inside the frame, the plate can go on the bottom side of the frame and be no larger than 3".

If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. You must leave at least a 3/4" space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight. Radiator support mounts can be removed, and you can suck the radiator support down solid. Absolutely no body mounts may be moved or added, do not shorten the front of your car and move back past the body mount

hole as your car will not run. If you must build core support spacers you may weld it either to the body or the frame mount, but only one side can be welded.

Core support space can only be on the top side of the frame & bottom side of core support. Core Support Spacers cannot exceed 3" square material. The front frame must not be shortened so that the 1" all thread must pass through the factory stamped hole. The all-thread may only be welded to the side of the frame in this location.

HOODS & FRONT CLIPS

Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in the hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 10 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 10 bolts. You are allowed 6 spots to hold the hood on; you must have a minimum of 4 tie down spots.

You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded. All other tie down spots must be sheet metal to sheet metal only, and the hold down bolts cannot exceed 8" in length! All hood bolts must be placed outside the windshield bars. You may have plates for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round.

Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same location that it came from the factory. Do not cut off the back of the fenders. They must remain stock length. You may cut wheel wells for tire clearance. Fenders may be bolted back together with 8 3/8" bolts or less with 1.25" diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 4 – 3/8" bolts with 1.25" washers to bolt back to the core support of the fender.

WINDSHIELD BARS

For safety all cars must have (2) 2"x2" piece of square tubing from the halo bar to the top side of the dash bar and no portion may extend past the dash bar.

DOORS

You may weld your doors shut with nothing larger than 4" by 1/8" strap and must follow the door seam.

Do not overlap the strap or you will cut the strap off. You may fold tops of doors over and weld the outer skin and inner skin together, but you are not allowed to add any material. If you choose must be tied shut in six locations using 1/2" bolts no longer than 6", 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points. You can add bracing to the exterior side of the driver's door. This bracing must not stick any further

out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam either forward or backward.

CAGE

All cage material must be no larger than 6" od, unless specified for a specific rule smaller. It must also be a minimum of 4" off the floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and any part of the engine or components and be a minimum of 4" off the transmission tunnel which cannot be altered.

You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. You may run a bar connecting the dash bar and seat bar inside of the front doors only. You may weld two down bars from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seam and may only be welded to the top side

of the frame. These bars cannot exceed 2"x3". You must have a roll loop behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof. You may also weld a steering column to the cage. Side bars may be 6" x 12" including roll over may be a max length of 62 inches long. Mopar's are allowed to run a 1" bolt with a 5" plate on both sides (frame and body) in the

front most frame hole in the rear frame. You are then allowed to weld a kicker from the door bar and weld to the top of this plate. It can be a maximum of 2x3" square tubing. All Mopar cage material must be 5" forward from the center of this body mount hole other than the kicker explained prior. Some Mopar's have a very tight passenger compartment and you may need to run the halo through the small back window, mainly Cordoba's, **Call first**

GAS TANK PROTECTOR

It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 32" wide. It can angle in from your roll over protection. It must be a full 2" away from all sheet metal, which cannot be removed. The bracing must be 4" above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area.

Gas tank protector must be on all 4 sides of the tank, front, back, both sides. May extend 6 inches above the speaker deck. On a 71 – 76 GM wagon must be 4" off the floor sheet metal and 3" from the front side of the rear end tunnel.

FUEL TANK, OIL COOLERS & TRANSMISSION COOLERS

Original gas tanks must be removed. You must use a boat tank or well-made fuel cell, and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be

secured and fastened properly. Keep away from exhaust. Place the fuel cell behind the driver's seat or in the center of the car where the back seat used to be. No other source of gas inside the car at all. Engine coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.

TRUNKS

Trunk lid must be from the make of the car and must be a trunk lid (no hoods). You can fold the trunk lid over. Do not slide your hood or trunk forward or back, the trunk must remain on hinges, you may remove the speaker deck. Trunk lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes, inspection hole may have 4 3/8" or less bolts and 1.25" diameter washers bolting the two layers back together. If these holes are strategically placed so that we cannot see what we want to see to inspect the inside of the trunk you will be asked to cut more or bigger holes. Trunk seams can only be welded with 4" wide 1/8" thick strapping. **YOUR TRUNK LID MAY BE V'D IN THE CENTER BUT MUST REMAIN AT LEAST 10" OFF THE TRUNK FLOOR**, the 10" will be measured from the top of the frame rails not the spare tire hole. If you fold the trunk lid in half to the trunk floor you can only use a total of 15" ((3) 3" x 5" plates) of weld to attach it to the floor. Rear quarters may not be laid over to make a trunk seam. Rain channels **MAY BE DRILLED DURING INSPECTION!**

2-1" All-thread may go from the trunk lid to the frame or trunk pan and must be straight up and down (if it goes to the frame it must pass through a factory body mount hole), If it passes through a body mount hole you must have a 1" spacer between the body and frame. If you choose not to go through the body mount hole you may weld the all thread to the frame in a place of your choosing but must be welded vertically with 4" touching the frame on one side of frame no further forward, then the base of the hump. Trunk lids may be chained, wired, or welded. Chryslers may weld all thread to the side of the frame, but the all thread must be vertical and go up through the deck lid, or they can go through the frame if they so choose. GM

Wagons Must remove all rear decking and seat components.

REPAIR PLATES

You are allowed **4 frame repair plates per rail total** (1/8" thick 4"x6" long with 1" inspection hole) per frame rail on pre-ran cars. Fresh cars may have 2 of these repair plates per rail. **Plates must have 1" inspection hole unwelded.** Sides of plates may be welded. No overlapping of plates. Plates cannot be cut apart and spread out. Plates must be on the frame only and can not be placed as a "kicker" at any point.

FULL WELD

VEHICLES ALLOWED

Any stock American made auto or station wagons are allowed. No jeeps, trucks, convertibles, hearses, ambulances, or limousines are allowed

REMOVE PARTS

All glass, fiberglass, lights, light brackets, all body trim and clips must be removed. Remove all headliner material, door panels, rear seat, carpeting and all unnecessary electrical wires. If it is not metal it must be removed. No self-tapping screws.

FUEL TANKS

Factory fuel tanks must be removed. a maximum of 6 gallon metal fuel cell shall be installed inside of the car forward of the rear axle. Container must be securely fastened down to the floor either by welding or bolting. Plastic containers must be encased in a metal box. Minimum 1/8 inch steel. Electric fuel pumps are allowed. Rollovers will be determined for safety to continue to run and the OK by the driver to continue.

BATTERY

All batteries, maximum of 3, must be inside the passenger compartment, boxed and secured down. Either by welding or bolting. A white rag must be attached to the ground cable and be visible. Box must be a minimum of 1/8" steel. Box cannot reinforce the door.

RADIATOR

You do not have to use a radiator but if you do it must be in front of the engine. No spray foam allowed around radiator or supports.

FRAMES

No welding of body to frame. Homemade motor and transmission mounts will be allowed. Sub frame may be welded to the body. You can re-weld frame seams. Body bolts & bushings may be removed and bolts up to 1" may be used to bolt the body directly to frame with 4" x 1/4" washers. Frame Definition: Frame is defined as being able to be removed from the body by bolts.

You are allowed 48" x 1/4" Flat stock material on each frame rail on pre-ran cars or fresh cars. THE WIDTH OF THIS FLAT STOCK MAY NOT EXCEED THE WIDTH OF THE FRAME WHERE IT IS TO BE USED!!! Driver's choice on how this may be used. This is the MAX amount of material regardless of damage on any car fresh or pre-ran! If you weld body mount washers to your frame it will be considered part of the 48" MAX.

TRANSMISSIONS

Transmission oil coolers are allowed. Tranny cooler lines must be steel or purpose correct material. NO FUEL HOSE.

DRIVERS PROTECTION

All cars must have a safety bar behind the seat going from door post to door post, or from right hand side door post angled down to the driver's side. Cars must have this bar installed in order to race. Bar must be a minimum of three [3] inches in diameter and a maximum of eight [8] inches diameter. Dash bar may go across post to post or from the left hand post extending twelve [12] inches past the hump, angled down to the passenger's side. Either a "halo" bar or rollover bar is allowed and may be vertically attached to the frame. Bar behind the driver's seat must be within six inches from the back seat. Bars connecting seat bar and dash bar may not extend no further than 6" past dash and seat bar. You may have a gas tank protector but it must only be welded to the seat bar and cannot be connected to sheet metal in any way. The gas tank protector may angle back from the seat bar and have a maximum rear width of 24". Halo or roll bar Mandatory. Any moving drivetrain parts must be covered from a driver. Two front and two rear horizontal kickers allowed from the interior cage to the frame. Kickers must be located inside the vehicle, maximum kicker size is 2" x 3" x 1/4". Each kicker can only be attached to two spots. If running a full cradle and kickers, there must be a 1" gap between cradle and firewall. 4 vertical down bars inside the interior of the car are allowed to the frame total, which includes the halo bar. 2 vertical down bars are allowed to the front kickers.

BUMPERS

Bumpers are interchangeable. Any automotive bumper and bumper brackets may be used on any car, but no more than one set of bumper brackets may be used. You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with 1/2" bolt or less, and it must be done vertically. - ** No brackets are allowed to extend any further back than the front most part of your top-front a-arm bracket factory weld.

Instead of using bumper brackets you are allowed to use 1- 4" wide x 3/8" thick strap extending from your bumper down one side of the frame and cannot extend any further back than the very front most part of your top-front a-arm bracket factory weld. The portion of this 3/8" strap welded to the frame will be measured against the 48" inches of 1/4" strap allowed for frame repair. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape. This is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point.

You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid, we do not want them coming off. Bumper height not to exceed 24" from the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the

bumper. Bumpers must be in stock location.

Front and rear bumpers may have 4 loops of wire, or Two straps 2" x 3/8" thick may be welded from the hood and trunk to the bumpers. When welding these straps to either side, only a total of six [6] inches may be welded to the bumpers or hood/trunk on either end.

If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" Overall the bumper cannot exceed 12" wide at the tip of the point. {measured front to rear} The point may only extend out 4" from the flat part of the bumper.

The bumper must be mounted completely in front of the frame rails.

DOORS/TRUNK LIDS

All doors and trunk lids must be fastened either by welding or 3/8" chain. When welding you may use up to 3" x 1/8" flat bar. #9 wire may be used in window openings 2 per window 2 wraps each. May not go to the frame.

Wagons must weld 5" skip 5" or chain their compartments that open and cut a hole so they may be checked.

DRIVERS DOOR

The Driver's door must be reinforced with either a minimum of 1/4" plate or a horizontal bar not to exceed 10" past the front and rear door.

HOODS

Hoods may be welded, chained or bolted down. Maximum size filler rod 3/8" Maximum size strap 1/8" thick X 3" wide. Bolts 1" with 4" washers and nuts. Six locations, three on each side of the hood, no bolts placed in the front area of the hood to protect the radiator. Pick any two methods. No pulling hood forward and bending down to cover the radiator. On old iron only 4 of the 6 can go to the frame. On 80's and newer all 6 can go to frame.

TRUNKS

Welded-Maximum size filler rod 3/8". Maximum size strap 1/8" thick X 3" wide. Bolted-Four locations. Maximum size rod 1". Washer size 4" X 4" x 1/4". Chained-Four locations. In addition 2 straps 2" wide by 3/8" thick may be welded from the trunk to the bumper. Weld not to exceed six [6] inches on bumper and trunk.

*****Hood must have a 24" X 24" hole cut over the carburetor in case of an engine fire.

DRIVER SAFETY/FLYING OBJECTS

The Driver's door and drivers side of windshield may have vertical bars welded in to protect driver from flying objects. Two bars from roof down to rear valance panel are allowed in the rear window area. When attaching these bars to the roof/valance/firewall a MAX of 6" may be

attached and welded! The windshield bars may not be connected to your distributor protector.
WINDOW BARS MAY BE WELDED OR ATTACHED TO THE HALO BAR.

ENGINES

Drivers may use any model engine and drivetrain in any car.

WELDS

Welding in the interior of the car shall consist of the following only: motor mounts, transmission mounts, radiator support, battery box, gas tank box and cage. The interior of the car shall be defined as the passenger, engine and the trunk compartments. Note: Remember the body cannot be welded to the frame. All outside seams may be welded.

TIRES

Wheels may be reinforced. Maximum of 16" tires. No studded tires allowed. No split rims allowed. Valve stem protectors allowed.

REAR ENDS

USE REAR END OF CHOICE. Rear control arms on coil spring cars may be reinforced. Leaf spring conversions are allowed but must be done cleanly with no major reinforcement of frame. 3 spring clamps total (factory & fabricated) in front and behind the axle. 1 loop of chain or cable/wire may go from frame to rear-end on each side. Leaf springs must be no more than 2.5" wide 3/8" thick and must be staggered at least 1" between leaves.

FENDER WELLS

Fender wells may be cut and rolled for wheel clearance. Fenders can be welded or bolted after cut and rolled

CAR NUMBERS

A roof top sign shall display your registered car number with letters 12" tall by 2" thick. Drivers and passenger doors shall display registered numbers 16" tall by 2" wide. Light on dark, dark on light.

Compact cars will race under full weld rules with the following additions: Only 4 and 6 cylinder engines are allowed, wheel base is not to exceed factory 108". Factory four wheel drive vehicles will be allowed as long as one drive line is disconnected making it a two wheel drive.

STOCK

Any American made car can run with the following exceptions 4x4's, ambulances, hearses, trucks, limousines, convertibles and 1973 & older Chrysler Imperials ...NO SWAPPING OF FRAMES OR SUBFRAMES, MUST BE STOCK (OEM) per vehicle.

CAR PREPARATION

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from the car before arriving at the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to the passenger front floorboard. They must be properly secured and covered.
6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
7. You must use a radiator and it must be in stock location.
8. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to Stop it will not be inspected.
9. You can run shifters through the floor, and you can have a switch panel. If you are running an electric fuel pump, it must be hooked up to your ignition switch, so when your car shuts off, so does the fuel pump.
10. You may cut wheel wells for tire clearance
11. No radiator guards in front of or behind the radiator. No spray foam can be used around the radiator and the supports.

TIRES/WHEELS

Tires no bigger than 16 inch, No split rims, No studded tires. Foam filled or doubled tires are OK- we don't want any flats!!! Valve stem protectors are OK. Tires may be screwed to rims. Stock automobile wheels with 8" weld in center, no other bracing.

MOTORS & TRANSMISSION

Use motor of choice, the motor must be in stock location.

Pick one option for trying your motor in:

Chain motor down 1 loop per side

Cable motor down 1 loop per side

Lower engine cradle with weld in mounts

No distributor protectors!

FRAME PLATE

3-4x6x1/4" plates per frame rail on pre-ran cars only. No overlapping of plates. Plates cannot be cut apart and spread out.

REAR-ENDS

Any stock 5 lug automobile rear end, no full floaters, may have a back brace only and no other bracing. You can tilt the rear end if you wish. Welded or posi-track highly recommended. Suspension must be stock.

FUEL TANK, OIL COOLERS, & TRANSMISSION COOLERS

Original gas tanks must be removed. You must use a boat tank or well made fuel cell (6 gallons maximum and no exotic fuels allowed), and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place the fuel cell behind the driver's seat or in the center of the car where the backseat used to be. No other source of gas inside the car at all.

Engine coolers are allowed. These coolers cannot be placed to reinforce the car.

You can run one 3" square or round gas tank/transmission cooler protector. It cannot attach to anything other than your backseat bar. It must be centered between frame humps. It can not exceed 48" in width attached to the seat bar and must angle to 24" in width at the rear and must be a full 3" from rear sheet metal in the second seat area. Maximum length of this protector is 24". No added bracing.

WELDING

Drivers door and door protection can be welded solid, drivers door protection can go no farther than 6" past drivers door seams. Outside drivers door protection mandatory!

CAGE

For driver's protection, you may weld a bar behind the seat from doorpost to doorpost MAXIMUM 6" INCHES WIDE, 1/4" 12" x 12" plate to attach to each side of the door seam behind the seat. Do not connect directly to the frame. You must have a halo bar or rollover bar behind the seat, which must be welded to the SEAT BAR with 2 vertical down bars maximum and may be welded or bolted to the roof halo bar. You are also allowed a maximum of 4"x 4" passengers door bar, firewall bar and drivers inside bars for protection. This can only be welded to each other and attached to the seat bar. No down bars are allowed from the 4 corner safety bars.

BUMPERS

Bumpers must be stock (oem) bumper for any automobile or 4"x4"x $\frac{1}{4}$ " round or square tubing with open ends. PICK ONE ONLY. Bumpers can be no wider than the middle of tires.

Can weld bumper to stock bumper bracket and bracket to frame. No welding bumper to the body in any fashion. Bumper height not to exceed 24" to the bottom of the bumper to the ground

and must be a minimum of 14" from the ground to the bottom of the bumper or frame both front and back. Bumpers must be in stock location. No seam welding.

TRUNK/HOOD/DOOR SEAMS CAN USE 1 LOOP OF 3/8 CHAIN IN 2 LOCATIONS OR 2 WRAPS #9 WIRE IN 2 LOCATIONS.

TRUNKS

Stock position of all trunks and hoods. Do not slide your hood or trunk forward or back, trunk and hood must remain on hinges. Trunk and hood lids must have a 12 inch hole cut in the center of trunk for inspection purposes. Can have 2 1 inch all thread from trunk to frame. Maximum washer size 4 inch by quarter inch.

HOODS

Hood must have at least a 12 inch square hole over the air cleaner cut out in case of fire. Do not slide your hood or trunk forward or back, trunk and hood must remain on hinges. Can have 2 1 inch all thread from hood to frame. Maximum washer size 4 inch by quarter inch.

BODY MOUNTS

Body mount bolts and spacers must be stock size and material.

Suspension must be stock height. Bumper height not to exceed 24" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or frame both front and back. Bumpers must be in stock location.

Leaf springs must be stock and made of stock spring material. Do not raise the suspension in any other way. Do not re-engineer the way the steering components mount to the frame. Only stock car replacement stock ball joints and tie rod ends are allowed; no pickup or van tie rod ends.

FENDER WELLS/BODY

Fender wells may be cut and rolled for wheel clearance. No body creasing or body shaping.

CAR NUMBERS

A roof top sign shall display your registered car number with letters 12" tall by 2" thick. Drivers and passenger doors shall display registered numbers 16" tall by 2" wide. Light on dark, dark on light.

ONLY NON STOCK PARTS ALLOWED

Lower engine cradle with weld in mounts
Shifter

Headers

Transcooler

Fuel pump

Steering Column

Gas/Brake Pedal

Slider Driveshaft

Transmission brace bolted to the top side of transmission only or aftermarket bell housing, pick only one.

8" wheel center

Pinion break

MOTORHOME RULES

Must be stripped of all glass and anything flammable

Remove generator, propane tanks, fuel tanks, alc units

May build cage around driver and front of motorhome

Gas tank and battery must be relocated inside

Motorhomes with metal gas tank and metal battery box must be firmly mounted down

90's & NEWER FRONT WHEEL DRIVE

1. 1990 and newer front wheel drive cars or minivans only. V-6 and smaller engines only. Can be foreign or American made.
2. Must remove glass, headlights, taillights, chrome, plastic pieces and anything else that can burn or break off.
3. Dash can remain in the car.
4. Stock gas tank can be used if it is located in front of the rear axle. If the gas tank is behind the rear axle it must be moved inside the vehicle and securely bolted to the floor.
5. Battery must be relocated to the inside of the car. A maximum of one battery is permitted, and must be mounted on the passenger front floor board. It is highly recommended for your safety that it be in a minimum 1/8" steel box not to be used to strengthen the door. Plastic battery boxes are allowed, but you must have a dry cell battery that must be fastened to the floor with not less than two metal straps a minimum of 2 inches wide.
6. The hood must have a 6"x6" hole cut in it in case of fire. Hood and trunk lid must remain on hinges and be opened for inspection. You can fasten the hood and trunk lid shut with 6 pieces of 3/8" chain OR 4 wraps each of #9 wire. 4 from hood to fender and 2 from hood to bumper.
7. Fresh cars must have the factory bumpers for the car being used. Pre-ran cars that have lost their factory bumper must call ahead to get an okay for replacement bumper.
8. Driver's door can be welded shut. You can brace the outside of the door 6" in front of and behind the door seams. The outside door brace must not protrude from the side of the car more than 3". You can do what you want to the driver's door. Fill with concrete, plate with iron, pad, etc. We want you safe! The driver's door must be painted a contrasting color from the rest of the car. You may also install a window net or chains or bars on the front driver's door only. Do

not make full length on 2 door cars. If your driver's door bar comes off, or loose on one end at any point during the derby, you will be black flagged for that heat. Grader blades are not allowed!

9. The rest of the doors can be chained or wired shut with 4 wraps of #9 wire or one loop of 3/8" chain.

10. You must have a bar behind the driver's seat. You must also have a halo bar.