

Rocky Mountain Derby Promotions 2026

THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR. IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CAN'T.

Call or text Jimmy Cochran (719)440-5345 or Jordan Lutz (970)218-1944 with any questions. Do NOT assume anything, call first.

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.
- Every person, no matter of age, must purchase a pit pass to enter into the pit area.
- Car numbers are on a first come basis.
- All car numbers must be visible on both driver, passenger doors, and must have number on roof of vehicle.
- 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.**
- 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, except if running a duo class.
- Halo or roll bar mandatory in EVERY class.
- Exterior driver's 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, you will receive one warning, second warning you will be disqualified.
- 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.
- No pinning to win.
- **Car and driver must remain in the arena until heat is done. Any prize money will be forfeited if the car or driver leave 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.
- Only drivers and judges will be allowed in the arena at any given time. If you are in need of assistance on getting your vehicle loaded or out of the arena, please notify a judge prior to the heat so all members are aware.
- Team driving is not allowed.

FULL WELD COMPACTS

NO MODIFYING WHEELBASE TO FIT 108" LIMIT!!

VEHICLES ALLOWED

Any stock American or foreign made auto or station wagons are allowed. No jeeps, trucks, convertibles, hearses, ambulances, or limousines are allowed. 108" wheel base, no modifying wheel base or frame to fit wheel base.

Only 4 and 6 cylinder engines are allowed. Factory four wheel drive vehicles will be allowed as long as one drive line is disconnected making it a two wheel drive.

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.

KICKERS

Two options for front kickers: maximum 2 kickers for front:

Front kickers from dashbar to front bumper with lower cradle only. Kicker size can only be 2"x3"x1/4".

OR

Front kickers behind A-arms with full cradle. Kicker size can only be 2"x3"x1/4".

2 vertical down bars are allowed to the front kickers, maximum size 2"x3"x1/4".

Rear kicker option: maximum 2 kickers in rear:

Rear kickers may go from the cage to the rear bumper; kicker size can only be 2"x3"x1/4".

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" steel. Electric fuel pumps are allowed.

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. The box must be a minimum of 1/8" steel to a maximum of 1/4" steel. The 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. **Must be in factory location!**

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. Holes must be drilled in the middle of each plate for measuring.

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 3" in diameter and a maximum of 8" diameter. Dash bar may go across post to post or from the left hand post extending 12" 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 6" 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 the driver. You are allowed 2 front down bars from dash bar to frame; maximum size 2"x3"x1/4".

BUMPERS

Any automobile bumper, or replica bumper, or a 4"x4"x1/4" round or square tubing with open ends and any automobile 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 one 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" 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 $\frac{3}{8}$ " thick may be welded from the hood and trunk to the bumpers. When welding these straps to either side, only a total of 6" may be welded to the bumpers or hood/trunk on either end.

DOORS/TRUNK LIDS

All doors and trunk lids must be fastened either by welding or $\frac{3}{8}$ " chain. When welding you may use up to 3"x $\frac{1}{8}$ " flat bar. #9 wire may be used in window openings two per window two 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 $\frac{1}{4}$ " 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 $\frac{3}{8}$ "

Maximum size strap $\frac{1}{8}$ " 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.

*****Hood must have a 24"x24" hole cut over the carburetor in case of an engine fire.*****

TRUNKS

Welded-maximum size filler rod $\frac{3}{8}$ ". Maximum size strap $\frac{1}{8}$ " thick X 3" wide.

Bolted- Four locations. Maximum size rod 1". Washer size 4"x4"x $\frac{1}{4}$ ".

Chained-Four locations. In addition 2 straps 2" wide by $\frac{3}{8}$ " thick may be welded from the trunk to the bumper. Weld not to exceed 6" on bumper and trunk.

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 to the rear trunk lid or hatch are allowed in the rear window area. When attaching these bars to the roof/trunk lid or hatch/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. No part of the drivetrain may attach to the interior cage of the 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. Three 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 $\frac{3}{8}$ " thick and must be staggered at least 1" between leaves. Eight leaves max.

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.

BONE STOCK

Any American made cars can run with the following exceptions: No 2003 and newer focus, 1973 or older Chrysler Imperials or Imperial Sub Frames, No Suicide Lincolns, No 4x4's, ambulances, hearses, trucks, limousines, convertibles. El caminos and rancheros will be considered cars for this class.

CAR PREPARATION

No painting or undercoating of the frame, No buffing or grinding frames or bodies except where welding is specifically allowed in these rules. No painting inside of the body or car. If this is done, the car will not be inspected.

All cars must be stock unless modification is specifically stated in these rules.

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

All trailer hitches and braces must be removed.

Batteries must be moved to the passenger floorboard and properly secured/covered.

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

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

BUMPER/BUMPER BRACKETS

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 MUST be Factory OEM to make and model of the car being run.

Brackets must be **one** of the two following methods:

1st way - Factory bumper bracket that came on the car.

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. Brackets can be welded to the frame, but must line up to the factory bolt holes on the frame. Cannot be extended past the factory location.

OR

2nd way - Instead of using bumper brackets you are allowed to remove them completely and add a 4" wide x 10" long x 3/8" thick with a 4" wrap around bumper bracket. The 4" must wrap around the front of the frame and be welded only to the front of the frame and bumper. You may weld all sides of the bracket to the frame but nothing else can be welded to the bracket unless it's the frame or bumper.

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.

The bumper may be built up to have a 14" point from the farthest point from the back side of the bumper to the point over a 36" span and 8" tall. Bumpers can be manufactured but MUST be to the specs of the original bumper. We will be checking this.

Rear bumper brackets must be the stock brackets that came on the car. If the bumper is deemed unsafe, it will need to be changed to run.

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

FRAME SHORTENING

You may shorten the front frame on a FoMoCo or GM on the front frame only. You may cut the frame off flush with the front edge of the body mount hole. 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.

76 and older Cadillacs must measure 18" from the back of the bumper to the front of the spring pocket.

FRAME WELDING

NO frame welding.

NO tilting.

NO cold bending

Rust Repair – Call before fixing any rust on the frame.

Frame Shaping – NO frame shaping is allowed.

BODY MOUNTS

Front 2 mounts at the radiator support can be replaced with 1" threaded rod, nothing bigger and can be sucked down tight without a spacer.

NO Core Support Spacers. Other body mounts cannot be changed, do not even touch them.

FRONT SUSPENSION

Tie Rods and Ball Joints

Stock tie rods and tie rod tubes only, no reinforcement.

Stock ball joints, no screw in or weld in ball joints. STOCK REPLACEMENT ONLY.

A-Arms –

Factory OEM A-arms to that make and model; no swapping A-arms.

A-arms may be welded down but may not be reinforced. If welded, you may only use up to two 2"x4"x1/8" thick strap per A-arm. This strap must weld to the A-arm and cannot extend farther forward or backward than 1" past the widest part of the A-arm. No changing or modifying the A-arm brackets. DO NOT WELD A-ARMS SOLID! You will cut them completely loose.

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 off a car that is legal in the class you are running.

Spindles –

Must be stock for the car you are running, with no modifications.

Shocks –

One shock per side from a car legal in this class or can remove them. No all thread shocks in the front.

REAR SUSPENSION

Leaf springs must be the stock springs that came on the car. You are allowed 4 clamps per leaf pack.

Clamps may be no bigger than 2"x4"x1/4" strap. With 2 bolts per strap. Do NOT wrap with tape. No more than 5 leafs 1" stagger 5/16" max thickness.

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, but do not go through the body, as this would be another body mount.

You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wire) from rear-end to frame in 1 spot on each side and only weld 1 link to the outside of the frame. 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 must not go through the body of the car. 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.

NO WATTS LINK CONVERSIONS.

TRAILING ARMS

Both upper and lower must be a factory non loaded trailing arm. Must use a factory trailing arm for a car approved for this class. May shorten or lengthen with 2" overlap.

REAR-ENDS

Use the rear end of choice.

- You can tilt the rear-end, if you wish.
- Welded or posi-track, highly recommended.
- No changing out rear package trays on frame.
- Rear-end control arms cannot be reinforced.
- Rear-end cannot come into contact with cage, hump, or frame rails.

They must attach in stock configuration for the suspension setup you are using. No Hybrid setups.

TIRES

Tire and wheels are unlimited, other than what is stated below:

- Tires no bigger than 16".
- No split rims.
- No studded tires.
- Foam filled or doubled tires are ok.
- Valve stem protectors are ok; however, cannot stick out from the wheel.

MOTOR

- Use motor of choice.
- Motor must be in stock location.
- Lower Cradles are allowed but must be attached to a factory style engine mount, with rubber bushing attached to the frame. The factory engine mounts are the only way of tying the motor down.
- You are allowed a front lower cradle and pulley protector.
- Header protectors are allowed - piece of 4x4 1/4" welded around header ONLY and cannot connect to anything.

TRANSMISSION CROSS MEMBER

No Transmission Braces ALLOWED

No Aftermarket Bell Housings

You must use a factory cross member from a car legal in this class for mounting transmission. You may put two 2" stitch welds per side to hold the cross member into the car.

BODY SHAPING

No creasing or body shaping.

If your frame is rusted through, call for instructions on how to fix the rust hole. **DO NOT** fix it without calling and expect us to allow you to run it!

#9 WIRE

4 spots of #9 wire sheet metal to sheet metal only. No #9 wire can be around the frame, bumpers, or any suspension parts. Only sheet metal! No full roll or cable.

RADIATORS

Radiators must be mounted in the stock location.

NO auxiliary cooling.

Radiator support mounts can be removed and you can suck the radiator support down solid.

Do not shorten the front frame and move back past the body mount hole. The 1" all thread must pass through the factory stamped hole. Your car will not run.

NO core support spacers.

Chrysler K-Member cannot be altered.

HOOD & FRONT CLIP

Hood must have at least a 12" square hole cut out in case of fire. Any holes in the hood may be bolted back together with $\frac{3}{8}$ " or less bolts and 1.25" diameter washer. No more than a total of 20 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 20 bolts.

You are allowed 8 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.

Max 8 spots. 1 wrap of $\frac{3}{8}$ " chain or 1 wrap of #9 wire counts as a fastener. Hinges count as fasteners, if used.

If using angle iron, you are allowed 2"x2"x4"x $\frac{1}{4}$ " pieces bolted with two $\frac{1}{2}$ " bolts max.

You may have plates for hood tie downs, not to exceed 5x5x $\frac{1}{4}$ " square or 6"x $\frac{1}{4}$ " round.

Front core support cannot be moved back from its factory location. It must stay bolted to the fender the same way that it came factory.

You may cut wheel wells for tire clearance. No rolling your fenders and welding them.

WINDSHIELD BAR & FIREWALL

Firewall- you are allowed to cut the firewall out for engine clearance but do not use it to reinforce the car.

Window Bar- For safety, all cars must have two windshield bars extending from the roof of the car to the firewall/dash, straps cannot be any larger than $\frac{3}{8}$ "x3" flat strap. If and only if you remove the firewall/dash completely between the straps, you can connect these two bars. The removed part must be completely removed and must be as wide as the vertical bars. The horizontal bars connecting the two vertical bars cannot be any larger than $\frac{3}{8}$ "x3" straps.

No more than 6" of strap material is allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over 6" on the roof or firewall or you will cut. Window bars cannot go more than 6" past the window opening.

Must be at least 14" apart at the firewall -**OR-** 2"x2"x $\frac{1}{4}$ " square tubing connecting the dash bar to the halo bar. Choose **one** option, not both.

DOORS

The driver's door can be plated. We want you safe.

You may weld your front 2 doors solid with $\frac{3}{8}$ " rod or 4"x $\frac{1}{8}$ " strap.

Rear doors can be chained, wired, or bolted shut. No welding rear doors.

You are allowed to add bracing to the exterior side of both front doors. 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. Door bars can be 62" long max. There must also be a minimum of 4" off the floor everywhere except the down legs going straight down; this will be measured from the highest part of the floor of the car. 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 the frame. 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 are also only allowed to stack pieces (i.e. Three 6"x6" stacked on top of each other) of cage material on the driver side for protection. All other doors, seat bar, and dash bar must only be one bar!

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 can not 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. If welding to the frame, 2"x3" max tubing. You may also weld a steering column to the cage.

GAS TANK PROTECTOR

It must be centered between your frame humps. It cannot exceed 32" wide. It can angle in from your roll over protection. Protector may be tight into package tray and sheet metal, and cannot be attached to it in any way. If you are caught attaching your gas tank protector to the package tray/frame, a 3" gap will be required between the protector and the package tray in order to fix the problem. 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. The gas tank protector must be on all 4 sides of the tank, front, back, both sides.

May extend 6" above the speaker deck. Wagon gas tank protectors can go to the front side of the rear end tunnel, nothing on the top side of the 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. The 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 oil coolers and transmission coolers are allowed.

These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.

PLATE

Pre-ran and fresh cars will be allowed two 6"x6"x $\frac{1}{8}$ " plates per rail. The face of the plate must sit flat to the frame. You may wrap the plate over the edge of the frame. You may not cut plates apart. Plates also must only be welded to the frame, not to the cradle or body of any sort. Plates can not be stretched or pulled to make a bigger plate. Must have a $\frac{1}{4}$ " hole for thickness

TRUNKS

Trunk lid must be from the make of the car and must be a trunk lid (no hoods or sheet metal). You can fold the trunk lid over. Do not slide your hood or trunk forward or back. The trunk must remain on hinges. Do not remove the speaker deck. Trunk lids must have at least two 6" 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 four $\frac{3}{8}$ " 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 be bolted, chained, or wired; max 6 locations.

Sheet metal to sheet metal only.

All Wagons must remove all rear decking and seat components.

All other rules above must be followed.

AFTERMARKET PARTS THAT ARE ALLOWED

- Transmission cooler
- Oil cooler
- Gas and brake pedal
- Shifter
- Headers
- Driveshaft (Sliders)
- Motor mounts with rubber bushing
- Steering column
- Lower cradle

MODIFIED STOCK

Follow Bonestock rules with the following added parts and rules for Modified Stock.

Any American made vehicle can run in this class with the exceptions of NO 4x4's, ambulances, hearses, trucks, limousines, convertibles.

BUMPER BRACKET

4" wide x 14" long x $\frac{3}{8}$ " thick bumper bracket with a 4" wrap around the front part of the frame to weld the bumper to only. Bracket can be welded all the way around to the frame. May not weld anything else to the bracket.

FRAME WELDING & TILTING

You may weld the front frame seams from the front part of the frame back to the front side of the spring pockets, no further back.

You are also allowed to cold bend/tilt.

SUSPENSION COMPONENTS

Same as Bonestock with the exception of:

You are allowed aftermarket tubes and tie rods. Tie rods must be the same size as factory tie rods. You can use $\frac{1}{4}$ " steel tie rod aftermarket tubes for steering. All other steering components must remain stock, as stated in Bonestock.

WATTS LINK CONVERSIONS 98-newer FOMOCO CARS

- They must bolt to package tray with four $\frac{1}{2}$ " diam. Bolts No welding of the upper brackets to package tray.
- The upper brackets can be no thicker than $\frac{3}{8}$ " 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 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 $\frac{1}{4}$ " x 3" x 3" box tubing 3" long welded to the side of the 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.

TRANSMISSION BRACE, BELL HOUSING & PLATE

You may run a transmission brace with the following guidelines:

Transmission brace must follow the contour of the transmission and never extend more than 2" off the case.

Transmission brace may only be attached to the engine by the bell housing bolts. Nothing to the heads, spacer plate, or underneath.

You may run a steel bell and tail with the brace.

No bolting, welding, or chaining to hold the transmission tight if using a transmission brace.

Trans mount area may be up to 12" wide.

May run a bell housing spacer if you have a short bell. May only be attached thru the bell housing bolts; cannot connect to cradle or frame.

Must stay below the heads and a maximum of 2" wider than the bell housing itself and not allowed to come in contact with the sheet metal or cage at any time or sheet metal will need to be removed.

If not using a brace you are allowed 1 loop of $\frac{3}{8}$ " chain to the cross member with one link welded per side or bolt it down with two $\frac{5}{8}$ " bolts with 1.5" washers using the factory holes in the factory tail shaft cone.

TRANSMISSION CROSS MEMBER

You may use a factory cross member for mounting transmission. This can be out of another car legal for this class.

OR

Use a straight piece of 2"x2"x $\frac{1}{4}$ " tubing, no contours, and must be mounted in the stock location on the transmission. You may also use 2"x2"x8"x $\frac{1}{4}$ " angle iron to tie cross member to the frame. If using this method you must have two $\frac{1}{2}$ " holes drilled into the tranny cross member to check thickness.

Tranny cross members must mount in factory location for the car only.

The transmission cross member must be one piece and must be straight from side to side. The transmission cross member is the only method by which the transmission may be mounted.

CORE SUPPORT

You are allowed up to a 5"x2"x2"x $\frac{1}{4}$ " core support spacer. Can not be welded to any part of the car!

BODY & BODY SHAPING

Creasing is allowed on front fenders and rear quarter panels. No creasing or shaping of interior of the car.

If your frame is rusted through, CALL for instructions on how to fix the rust hole. DO NOT FIX IT WITHOUT CALLING AND EXPECT US TO ALLOW YOU RUN IT.

You can also remove the first 4 body mounts of the car.

CAGE

You will be allowed four 2"x3" down bars. Rear down bars must be connected no farther back than the back seat bar. Front down bars can not go farther than the interior door seams.

WELDING DOORS

The driver's door can be plated. We want you safe.

You may weld your front 2 doors solid with $\frac{3}{8}$ " rod or 4"x $\frac{1}{8}$ " strap.

Rear doors can be welded 6" on 6" off. With a 4"x1/8" strap. Any excess will be removed completely from the car.

You are allowed to add bracing to the exterior side of both front doors. 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.

TRUNKS

Trunk lid must be from the make of the car and must be a trunk lid (no hoods or sheet metal). You can fold the trunk lid over. Do not slide your hood or trunk forward or back. Trunk must remain on hinges. You may remove the speaker deck. Trunk lids must have at least two 6" 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 four 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 be welded 6" on and 6" off with 4" wide 1/8" thick strapping. YOUR TRUNK LID MAY BE V'D IN THE CENTER. Rear quarters may not be laid over to make a trunk seam. Rain channels MAY BE DRILLED DURING INSPECTION!

Two 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 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.

Short Trunk GM cars– If you run all thread through the front body mount, they must be slightly bent to make sure they go through the trunk lid.

GM Wagons must remove all rear decking and seat components.

You are allowed 1" all thread in the front 2 body mounts and the rear 4 body mounts all other mounts must remain stock. With stock body mount bushings.

All Wagons must remove all rear decking and seat components.

All other rules above must be followed.

03 & NEWER RULES

Must use factory rack & pinion, no steering box conversions.

Must run the factory aluminum cradle, No added metal.

Struts, spindles, and A-arms may be switched to a direct bolt on. No cutting, welding, and fabbing to make it work. No spring or strut spacers.

Engine mounting, you may use a cradle like Grey Area, Budde cradle, or you can grab your own. Still must use a stock style rubber mount. The cradles are allowed to attach with one bolt through each aluminum tower, no other attachment points, and must remain ½" off the side rail.

Repair plates may not be used to tie cradle into the rails.

Watts link conversions are allowed, look in watts link conversion section above.

Must follow all other rules

Other parts that are allowed:

Header protectors (must only connect to the engine or front part of cradle and can not extend past the headers)

#9 wire 4 spots sheet metal to sheet metal only and 2 spots roof or halo/cage to frame only. No full rolls or cable.

PLATE

Fresh and pre-ran cars will be allowed four 6"x6"x $\frac{1}{8}$ " plates per rail. The face of the plate must sit flat to the frame. You may not cut plates apart. Plates can not be stretched for any reason. Plates also must only be welded to the frame not to cradle or body of any sort. Must have a $\frac{1}{4}$ " hole to check thickness.

90's & NEWER FWD

1985 and newer front wheel drive car or mini van. V-6 and smaller engines only. Can be foreign or American made.

Must remove glass, headlights, taillights, chrome, plastic pieces and anything else that can burn or break off.

Dash can remain in the car.

GAS TANK & GAS TANK PROTECTOR

A 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 removed and replaced with an aftermarket fuel tank; max 10 gallons. If your gas tank is deemed unsafe, you will not run.

Gas tank protectors will be permitted. These must be no wider than 24" and no taller than 24". Protector may be tight against rear sheet metal, but no welding or bolting will be permitted. Protector must be vertical straight up and down, absolutely no angle will be permitted on this. Must be 4" off the rear floor.

BATTERY

The 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 $\frac{1}{8}$ " 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" wide.

HOOD

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 six pieces of $\frac{3}{8}$ " chain **or** four wraps each of #9 wire. Four from hood to fender and two from hood to bumper.

The hood can also have two pieces of $\frac{5}{8}$ " thread in place of the front body mount. This must go through the body mount and through the hood. No core support spacers.

BUMPER

You will be allowed to replace the stock front bumper with a piece of 5"x5"x $\frac{1}{4}$ " thick square tube. The ends of the tube must be open and nothing else will be allowed inside. Tube must not exceed 6" outside of the exterior of the frame rails on both sides. This tube must remain completely straight and have no point or shape to it. This "aftermarket" bumper can be welded on the front side of the frame rails (no shorting of frame rails) with one $\frac{1}{2}$ " wide weld bead all the way around.

You are allowed to swap bumpers off another car.

Bumpers can be loaded.

If running a stock bumper, you will still be allowed to weld the bumper on with the same $\frac{1}{2}$ " wide weld bead.

NO CHRYSLER POINTYS.

You will be allowed 3"x6"x $\frac{1}{4}$ " bumper bracket on the outside of the frame to help mount the bumper. Must touch the bumper. Any material farther back than 6" will be removed.

DOORS

Driver's door can be welded shut.

You can brace the outside of the driver's 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. 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, 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 blade is not allowed!

The rest of the doors can be chained or wired shut with four wraps of #9 wire or one loop of $\frac{3}{8}$ " chain.

CAGE

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

You must also have a HALO BAR.

Max cage material 3"x3" round or square tubing

BODY

No creasing or pre-bending fresh or pre-ran cars. You will be asked to fix it until officials are happy.

Trunk can have a single 90 degree bend to tuck the trunk.

Any car that shows up not completely stripped or full of glass will not be inspected.

Pre-ran cars will be allowed three fix-it plates per rail: 6"x6"x $\frac{1}{8}$ " or 3"x6"x $\frac{1}{4}$ ". Choose one option, not both. Must show visible damage.

No plates on fresh cars.

LIMITED WELD

Any American made car can run with the following exceptions: No 4x4's, ambulances, hearses, trucks, limousines, convertibles. Imperials, Pre 70s Lincolns, El Caminos, Rancheros, and 03' Newer FOMOCOS LEGAL.

CAR PREPARATION

- 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.
- No painting in the interior of the car.

- All cars must be stock, unless modification is stated in the rules.
- All glass, plastic, chrome, and interior must be removed from the car before arriving at the derby.
- All trailer hitches and braces must be removed.
- Batteries must be moved to the passenger front floorboard. They must be properly secured and covered.
- You must have a number in bright colors on each front door and must have at least the size of a
- 15"x15" sign on the roof of your car with the car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
- 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.
- 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:

1st way – factory bumper bracket that is legal to a car in your class may not extend any further back than the first 18" 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 1/2" bolt or less, and it must be done vertically. All brackets must touch the bumper and cannot be cut apart to lengthen.

OR

2nd 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. Cannot wrap a corner with it and cannot be any longer 18". 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 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 or 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.

The bumper may be built up to have a 14" point from the farthest point from the back side of the bumper to the point over a 36" span and 8" tall. Bumpers can be manufactured but MUST be to the specs of the original bumper. Will be checking this.

Rear bumper brackets must follow the front bracket rule, no longer than 18" on the frame.

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.

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.

All vehicles must remain 18" long from the front side of the spring bucket lip forward. Must be measured with a straight line from the front to the back of the car not diagonal. Call if in question

FRAME WELDING -

All frame seams can be welded 1/2" wide bead max. No cross hatching or hard-facing frames. Only factory welded seams may be rewelded.

Any excess welds found; you will cut the weld and the frame behind it.

Fresh cars may be cut and tilted in one location.

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

Chrysler K-Member cannot be altered.

FRAME SHAPING- No frame shaping is allowed. FRESH OR PRERAN!

FRONT SUSPENSION TIE RODS AND BALL JOINTS

- Tie rod tubes may be reinforced or tube 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. After market ball joints are allowed; such as, mp1004, mp1002, and so on.
- No homemade ball joints or bolts permitted.

A-Arms –

A-arms may be welded down but may not be reinforced. If welded, you may only use up to two 2"x4"x1/8" thick straps per A-arm. This strap must weld to the a frame and cannot extend farther forward or backward than 1" past the widest part of the a-arm. No changing or modifying the a-arm brackets. If you use a screw-in ball joint, the collar can only be 1/2" in diameter larger and 2 1/2" tall. DO NOT WELD ENTIRE A-ARM TO THE FRAME. Do not weld the collar to frame.

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

Coil Springs -

Must be a factory car coil spring for a car that is permitted to run in this class. NO HOMEMADE SPRINGS.

Idler Arm –

Idler arm must remain stock or interchanged for an idler arm for a car that is legal in the class you are running.

Spindles –

Must be factory car spindle for a car that is permitted to run in this class. No aftermarket spindles.

Shocks - Can use a factory shock for a car legal in this class. One per side or remove them. NO ALL THREAD SHOCKS IN THE FRONT.

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 $\frac{3}{8}$ ” thick and no wider than 2 $\frac{3}{4}$ ” 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, six homemade clamps per side. Homemade clamps cannot exceed 2”x4”x $\frac{1}{4}$ ”.

Eyelets must be in the factory location of the car you are running. 2” arch one direction from center of eyelet to eyelet.

Leaf spring conversions will be allowed on non leafed cars following the rules above, or can have 22” long $\frac{1}{4}$ ” Humplates on non leafed cars. Choose one option, not both.

Call with questions. If converting a coil car to leafs, front mount for leafs must use factory lower trailing arm brackets on the frame.

You can change coil springs to a stiffer spring to get your height, but 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, but 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 $\frac{1}{2}$ ”).

You can loop chain or wire (one loop of $\frac{3}{8}$ " chain or four loops of #9 wires) from rear end to frame in one 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 outside side of the frame only, with only one link welded per end. Max chain link size 3 $\frac{1}{4}$ " OD.

You may use a 1" bolt or all thread from the rear end housing to the package tray. Do not go through the body. You may use both the chain and the 1" bolt to help hold the rear end in the car.

WATTS LINK CONVERSIONS ARE ALLOWED ON ANY FACTORY COIL SPRING CAR; THEY MUST FOLLOW THE FOLLOWING SPECIFICATIONS:

- They must bolt to package tray with four $\frac{1}{2}$ " diam.
- No welding of the upper brackets to package tray.
- The upper brackets can be no thicker than $\frac{3}{8}$ " 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
- 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 $\frac{1}{4}$ "x3"x3" box tubing 3" long welded to the side of the 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"x3" square tubing and 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.
- All the measurements will be off the center of the axle tube. No part of the rear end can come into contact with the cage, hump, or frame at any point.

Rear end control arms can be reinforced.

- They must have a bushing or at least a bolt and pivot unobstructed.
- 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"
- No split rims
- No studded tires.

- Doubled tires and solid tires are ok – we don't want any flats!!!
- Valve stem protectors are ok.
- Wheels and tires are unlimited, other than what is stated above.

ENGINE AND TRANSMISSION ENGINE CROSS MEMBER

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". It may not be welded, bolted, or connected to the body, hood, cage, or frame.

Forward supports must be inside normally positioned headers and not extend past the water pump.

After market cradles are allowed.

Full cradles are allowed.

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.

Motor mounts will be allowed with 8" of weld from your cradle to the engine saddle only.

Plate to attach the cradle to the saddle, not the frame. No part of this plate can touch the frame, only the engine saddle.

You are allowed to weld one 2"x2"x1/4" thick 4" long piece of angle iron (must be facing upward) per frame rail on top of frame rail between the a-arm and the bumper.

You are also allowed one 2"x2"x1/4" thick x 4" long per frame rail behind the a-arm (between the a-arm and firewall). This angle iron **can not** be tucked underneath the body and **can not** be bent over, it **must** be on top of the frame and facing upward. This is to bolt down your motor with chain or wire only. CHAINS MUST BE USED AS INTENDED AND ATTACHED TO THE ANGLE IRON AND THE ENGINE, only 3/8" chain maximum may be used. DO NOT ABUSE THIS RULE OR YOU WILL CUT UNTIL WE ARE HAPPY.

If not using a full cradle or your firewall is removed, you will be allowed one 2"x2"x1/4" kicker from the dashbar to directly behind the A-arm per side. No pad is allowed under the kicker and kicker must stay on top of the frame.

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 transmission 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. It may be tied down with one $\frac{3}{8}$ " chain or two $\frac{5}{8}$ " bolts with 1.5" washers or welded to the cross member 4" total. Choose **one** option.

Transmission Cross Member -

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 $\frac{1}{4}$ " and 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.

You may use the factory cross member or it can be replaced with up to a 2"x3" 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.

BODY

Body shaping 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 two spots of #9 wire, four loops per window opening, or one loop $\frac{3}{8}$ " cable. You may run wire/cable from frame rail underneath back of car, behind rear end with four loops of wire, or one loop of $\frac{3}{8}$ " chain or cable.

This may go around the frame, it may go through a factory frame hole, or you can weld one $\frac{3}{8}$ " 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.

Unlimited #9 wire on pre-ran cars, NO FULL ROLLS!!!! NO UNLIMITED CABLE!!!!

RADIATORS -

- For mounting radiators, you may use up to four $\frac{1}{2}$ " all thread.

- This may pass through the bottom of the core support. This must not pass through 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 an AC condenser and must not go any farther than 2" beyond the factory condenser hole.
- You can use twelve 3/8" bolts or twelve 1" welds to attach the radiator guard.

DO NOT ABUSE THIS OR YOU WILL REMOVE IT COMPLETELY!

BODY MOUNTS-

- Body mount bolts can be replaced with 1" bolts.
- 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 one 5"x5" washer on top, washers must be separate and cannot reinforce the frame.
- If you choose to use a body mount hole for your trunk ready bolt, this 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 to the frame mount. Do not weld to core support or body.
- 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.
- This mount may be welded to the side of the frame if not using a lower nut.

HOODS & FRONT CLIPS -

- Hood must have at least a 12" square hole cut out in case of fire.
- Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer.
- No more than a total of 20 bolts allowed to pinch the hood sheet metal back together.
- You may cut multiple holes but do not exceed the 20 bolts.
- You are allowed 8 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 core support mounts.
- This may be welded to the frame after it passes through the body mount but may not be nipped 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 5"x5"x1/4" square or 5"x1/4" round.
- Hood bolts must remain vertical & not formed or used as a "kicker" (5" hood washers max).
- You are allowed to use 2"x2"x4" long x 1/4" thick angle iron on the hood/fender as a hood bolt attachment with a maximum bolt size through the two pieces of angle iron of 1" diameter.
- 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 five 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 four 3/8" bolts with 1.25" washers to bolt back to the core support of fender.

WINDSHIELD BARS -

Window Bar-

- For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, straps cannot be any larger than 3/8"x3" flat strap.
- If, and only if, you remove the firewall/dash completely between the straps, you can connect these 2 bars. The removed part must be completely removed and must be as wide as the vertical bars.
- The horizontal bars connecting the two vertical bars cannot be any larger than 3/8"x3" straps.
- No more than 6" of strap material is allowed on the roof and no more than 6" of strap material allowed on the firewall.
- Do not go over 6" on the roof or firewall or you will cut.
- Window bars cannot go more than 6" past the window opening. Must be at least 14" apart at the firewall. **-OR-** 2"x2"x1/4" square tubing connecting the dash bar to the halo bar. Choose one option, not both.

Rear Window Bar-

- Can go from roof to the trunk lid but no more than 6" onto the trunk lid or roof and must be welded to the top of the trunk lid.
- A 6"x6" pad is allowed under the rear window bar. Cannot attach to GTP or Halo Bar.

DOORS

- You may weld your doors shut with nothing larger than 4"x1/8" 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 chose this, it 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 both front doors. 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. This will be measured from the highest part of the floor of the car.
- 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 but do not connect directly to the frame.
- 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 can not 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. If welding to the frame 2"x3" max tubing.
- You may also weld a steering column to the cage.
- Side bars may be 6"x12" including roll over may be a max length of 62" long.
- Nothing can be welded to the frame larger than 2"x3" tubing.

GAS TANK PROTECTOR

- It must be centered between your frame humps.
- It cannot exceed 32" wide.
- It can angle in from your roll over protection.
- Protector may be tight into package tray and sheet metal, and cannot be attached to it in any way. If you are caught attaching your gas tank protector to the package tray/frame, a 3" gap will
- be required between the protector and the package tray in order to fix the problem.
- The bracing must be 4" above all floor sheet metal, which cannot be removed. This will be measured from the highest flat area of the floor in the rear seat area.
- The gas tank protector must be on all 4 sides of the tank, front, back, both sides.
- May extend 6" above the speaker deck.
- Wagon gas tank protectors can go to the front side of the rear end tunnel, nothing on the top side of the 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 oil and transmission 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 or sheet metal).
- You can fold the trunk lid over.
- Do not slide your hood or trunk forward or back.
- 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 four 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 be welded solid with 4"x1/8" thick strapping.
- Your trunk lid may be V'd in the center.
- Rear quarters may not be laid over to make a trunk seam.
- Rain channels MAY BE DRILLED DURING INSPECTION!
- Two 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.
- Short Trunk GM cars – If you run all thread through the front body mount, they must be slightly bent to make sure they go through the trunk lid.
- GM Wagons Must remove all rear decking and seat components.

03 & Newer Rules

- Must use factory rack & pinion, no steering box conversions. NO HYDRAULIC STEERING
- Must run the factory aluminum cradle. No added metal.
- May use aftermarket tie rods.
- Struts, spindles, and A-arms may be switched to a direct bolt on. Spring or strut spacers may be used.

- Engine mounting, you may use a cradle like Grey Area, Budde cradle, or you can grab your own.
- Can bolt to frame rails but cannot be welded.
- Watts link conversions are allowed, look in watts link conversion section above.
- Must follow all other rules.
- Fresh and pre-ran cars are allowed six 6"x6"x $\frac{1}{8}$ " or 3"x6"x $\frac{1}{4}$ " fix-it plates per rail with $\frac{1}{2}$ " max wide weld.
- All fix-it plates must have one $\frac{1}{2}$ " hole in the center not welded. Choose one option, not both.
- Plates cannot be cut apart and spread out.
- FIX-IT PLATES CAN ONLY BE WELDED TO THE FRAME, NOT THE CRADLE OR CAGE!!!!
- ALL RULES ABOVE MUST BE FOLLOWED.
- You may re-stub a car with the same make and model and year of car you started with.

NOTE: Bone Stock Full Size Trucks will follow Bone Stock Full Size Car rules. NO Superduty's or Superduty frames!

2026 Rocky Mountain Derby Promotions