



Tehama District Fair DESTRUCTION DERBY ENTRY FORM Saturday, May 3rd, 2025 @ 6:00 PM

LIMITED WELD CLASS

TOTAL PURSE: \$2,500

ONE SHOT STOCK CLASS PAYOUT: 1st - \$1,500 2nd - \$700 3rd - \$300

ALL THE PRIZE MONEY WILL BE PAID OUT AT EVENT. Any winnings over \$600 will be issued a 1099.

Please complete ALL the information

Driver: _____ DOB: _____ Age: _____
 Social Security #: _____ (Needed for reporting award winnings if
 over \$600)
 Mailing Address: _____
 City: _____ State: _____ Zip: _____
 Phone(s): _____
 Car Make: _____ Model: _____ Year: _____
 Car Number: _____

Sponsors:

ENTRY FEES:

Welded Class Registration for Car & Driver must be received by March 1 st	\$100.00
Late Registration Fee after March 1 st	\$150.00
All Pit Passes (must show proof of age)	\$25.00

Make check or money order payable to the Tehama District Fair and mail to PO Box 70, Red Bluff, CA 96080. Only cash will be accepted on the day of the event.

TECH QUESTIONS? Call or Text Bobby Rutledge (707)301-8324 brut_64@yahoo.com



TEHAMA DISTRICT FAIR – RED BLUFF, CA – SAT. MAY 3RD **DESTRUCTION DERBY LIMITED WELD RULES**

General Driver Rules & Expectations

1. ALL RULES MUST BE FOLLOWED OR YOU WILL NOT RUN
 2. Drivers must wear seat belt, helmet and long pants while participating.
 3. All drivers must attend the drivers meeting.
 4. **Any arguing or disrespecting the officials at any time may be deemed for disqualification and removed from the event.**
 5. You must run a roof sign. You cannot use the roof sign to strengthen the car.
 6. Drivers are not allowed to drink alcohol before they participate. If found with alcohol in system you will not run, no exceptions.
 7. **NO PAINTING OR UNDERCOATING OF THE FRAME. NO BUFFING OR GRINDING FRAME OR BODIES EXCEPT WHERE WELDING IS SPECIFICALLY ALLOWED IN THESE RULES. NO PAINTING IN THE INSIDE OF THE BODY OR CAR. IF THIS IS DONE THE CAR WILL NOT BE INSPECTED.**
 8. Any American make car can run with the following exceptions: No 4x4, ambulance, hearses, trucks, limousines or pre 1974 imperials.
 9. All cars must be stock unless modification is specifically stated in these rules.
 10. All glass, plastic, chrome, and interior must be removed from the car before arriving to the derby.
 11. All trailer hitches and braces must be removed.
 12. Batteries must be moved to the passenger front floorboard and must be properly secured and covered.
 13. All cars must have working breaks. If the car is not able to exhibit the ability to stop it will not be inspected.
 14. 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.
-

Safety Bars

1. Two Side bars are required. Must be 3 inches from firewall and no further back than 6" past (toward the rear of the car) the front most point of rear hump/wheel wells to the rear. Must have a 4" gap from the highest point of the floorboard and no taller than the lowest point of the door window opening. Side bars must remain inside cabin area and not through doors or pillars.
2. Cross bars may be no bigger than 6" X 6" square or circle tubing and must mount within the footprint of the side bars. All crossbars must remain 4" from floor/ tunnel/ transmission/ bell housing/front of wheel well. The front cross bar must be 10 inches from the firewall and cannot connect to firewall. Front cross bar is mandatory. The middle cross bar must be behind the driver's seat and within 6 inches of the seat. Middle cross bars are mandatory. Rear cross bar must be placed behind gas tank straight across and may extend no further the front edge of the rear wheel well vertically (floorboard and wheel well). May only be welded to the side bars.
3. A gas tank protector (GTP) is allowed in place of the third cross bar. GTP may only be welded or attached to the safety cage not to body in any way. Gas tank Protector must be centered on second bar with max width of 32". GTP may contact package tray in a direct horizontal line from mounting point. Package tray may not be moved or altered in any way shape or form. GTP may not extend past the vertical section of the package tray in any way. Vertical portion of the GTP may NOT be angled to the rear but may be gusseted to the vertical portion of halo. GTP must remain 4" from all sheet metal unless specified. (station wagons- same as above but deck lid may not extend any further forward than furthest point (backside) of GTP).
4. Halo bars are allowed and must be placed between the driver's seat and no further back then twelve inches in front of the rear wheel well. Halo bars must be in vertical position (90°) and Horizontal bar must connect in a direct line between uprights. Halo bar may be welded to cross bar only, not to the floor. 6-inch maximum material may be used for halo. Halo may be gusseted to side bars or cross bars only. No welding halo to roof. Two bolts one inch in diameter and washer 3" max diameter may be used vertically through the halo bar to bolt the halo to the roof sheet metal only.
5. NO welding cage to frame or floor of car. No Bolting accessories such as gas/ brake pedal, Shifter, battery box etc. through frame or crossmembers or sub frame
6. Two front window bars are mandatory. Two bars may be used in rear windows. Window bars may not be welded to the trunk or hood. Bars must be positioned in window seam area. 2-inch maximum material may be used. You may use 3-inch gussets (4 per bar) to mount the window bars and may not be welded to trunk seam weld, must have ½" gap. Window bars may only be secured at each end. Front window cowl cannot be altered.
7. Drivers side Only "A Pillar" may be re-enforced using 2"X2" max material, must stay in "A pillar" footprint. (official discretion)
8. The driver's seat may be welded to the floor and cannot be welded or bolted to the frame. No plate is allowed under the driver's seat.
9. You may install x4 total down bars, x2 per side of car mounted from door bar to frame rail **OR** body, you must use a maximum size material of 2"X2"X1/4" square tubing, a total of 8" of weld per down bar may be used, no skip welding must be continuous, all bars must be vertical no contouring or angling, can only be mounted on exterior of frame, no part of down bar can come into contact or be mounted to any other mount or bracket.

10. The x2 rear down bars on cage may be mounted to seat bar or gtp, must only be mounted vertically and only be welded to frame. Cannot touch or be welded to any bracket, mount, suspension part, or rear end only can only contact frame! These bars cannot go past the front of the wheel well sheet metal.
-

Batteries

1. Three automotive type batteries are allowed. Batteries must be properly covered.
 2. Battery tray must be securely bolted or welded to floor OR cage. Must be one or the other. Battery tray may not connect cage to body or frame in any way. .
 3. No welding or bolting battery tray to cross member, frame, or sub frame
 4. Battery trays cannot be welded to the firewall. Must be at least 4 inches from vertical section (crease in floor to firewall) of firewall and may not be used as a brace.
-

Gas Tank

1. Gas tank must be bolted securely to either the floor or safety cage. Gas tank may not connect cage to body or frame in any way. 2. Gas tank must be place behind the driver's seat.
-

Body and Frame

1. Body to frame hardware and brushing must be stock for that year/make/model, in stock location and present. No changing or moving body bolts or mounts unless specified
 2. Body bolt and nut ONLY may be changed with 3/8 grade 5 bolt and standard nut. All other washer, bushings and hardware must be year/make/model
 3. No frame repair is allowed. No seam welding or plating to the frame. No pinning the frame or running bolts through existing holes.
 4. Frame notching is allowed.
 5. Front frame rails may be trimmed back to OEM core support mount location.
 6. No hammering of the frame is allowed.
 7. No hammering or moving of the body is allowed. Cars must remain stock appearing. (exception- front fenders, rear quarter panels and trunk lid may be body pinched)
 8. No flattening of trunks, speaker decks, or tailgates.
 9. You may tilt frame once per frame rail by cutting and re welding with no more than 1/2" weld must stay vertical or used by crush box tabs.
 10. No painting/ undercoating frames or under side of vehicle.
 11. Roof signs are allowed but must have 2" gap from roof if connected halo.
 12. If bumper bracket installed on top of frame covers OEM core support mounting hole and stock core support bolt is not long enough. You may replace bolt only with a max of 3/8 grade 5 bolt. Factory washer and body bushing must be used.
-

Fenders and Quarter Panels

1. Fenders may be cut out.
2. Quarter panels may be cut out and rolled over rear tire.
3. No bolting fender or quarter panels.

Doors

1. Driver door may be welded solid with ½ inch thick filler rod or 2" X 1/4" inch thick flat strap.
2. All other doors may be welded a maximum of 12 inches per line using ½ inch thick filler rod or 2" X 1/4" inch thick flat strap.
(only 4 lines per door)
3. No extra metal or plate is allowed on the outside of the doors.
4. No welding the inside of the doors or window seam

Suspension

1. No re-enforcing suspension or steering Unless noted. No swapping suspension/ steering. Must be original OEM to that car year/make/model unless specified.
2. Upper A arms may be welded down in OEM location a maximum of 8 inches per side of vehicle using 1/4 X 2 X 4-inch flat strap or 2 chains per A arm no longer than 7 links of 3/8" chain with only the end link welded to the A arm and frame no other links can be welded. Strap/ Chain must remain in the footprint of the upper A-arm.
3. 03 and newer may use strut spacer if upper A arms are not welded (rule#2). Spacers may be used on top or bottom of strut and may only mount in OEM locations using OEM size and grade hardware. Spacers may provide no other support (official discretion is final)
4. Spindles may be swapped with non-modified OEM spindles from a car that is eligible for this class..
5. No welding metal in the springs to raise the front of the car. Leaf springs must remain stock. No after-market springs.
6. No shortening or modifying of leaf springs. No tape or welding on springs
7. Two additional spring clamps per spring pack are allowed in addition to the two factor straps, no wider than 2 ½ inches. No welding clamps to the frame. (Total of 4 per side 2 stock, 2 homemade)
8. No coil leaf conversions.
9. Leaf spring cars may re-shackle leaf springs using factory shackle from that car or bolt leaf springs directly to frame using a maximum 5/ 8 " diameter bolt In Factory location.
10. Coil springs in the rear may be welded to rear end. You cannot bolt the springs through frame to the body.
11. No welding K-frames on Chryslers.
12. Homemade, aftermarket steering columns or steering knuckles are allowed.
13. Tie rods may be strengthened or swapped with aftermarket tie rods.
14. 68-72 Cadillacs and like may attach control arm support rod bracket the bumper. May have no more than 1" of surface contact and may only be secured to the bottom of the bumper with 2- 1" welds no added material. (Call if you have questions)

Bumpers and Brackets

1. Front and rear bumpers must be a minimum of 14'' and maximum of 20'' tall and measured from the ground to the bottom of the bumper, you must run a front and rear bumper you cannot hit with only frame rails, bumpers must be within a 50-90 degree face or mounted angle.
2. You may run a fabricated bumper dimensions to not exceed 8''x8'' with no more than a 15'' point. front of bumper face must be vertical, point will be measured from the back of the bumper at the mounting surface, point must taper over a 36'' spread,

point can only be mounted to face of bumper and must resemble a replica bumper (DFC, Drags, Amish, or Smock Fab etc.), bumper width cannot extend past the factory position of the fenders

3. All bumper ends must be capped, bumper point must face outward of the car, any part of bumper that is considered a safety issue will be cut or modified officials decision, all rear bumpers must remain flat with no point unless it's a factory oem bumper that has not been manipulated.
4. You can use any 5-mph bumper or a homemade bumper (rule #2) on any car. Bumpers may be trimmed and/or flipped. Bumper seams may be welded. Factory bumpers must have ½" hole for inspection on each end. Bumpers may be installed using 6" L X 6"W X ½ inch thick flat mounting plates, must be welded to the bumper.
5. Stock and homemade bumpers with or without mounting plate (Rule #1) maybe welded directly to the face end of the frame rail (only) with no added material (hardnosed).
6. OEM brackets front and rear (no swapping front and rear) for that specific year/make/ model vehicle, are allowed to be welded in the OEM configuration and location. bumper shocks may be collapsed and welded, no filler
7. Homemade brackets may only be 10"L X 4"W X ½ inch thick flat plate/ Teepee plate or 10"L X 2" X 4" X ¼ inch thick square tubing/channel or 10"L X 4" X 2" X 3/8 inch thick angle iron. Max length on any homemade bracket is 10". Homemade Brackets may be mounted on any single exterior side of the frame rail top, bottom, outer (tire side) inner (motor side). They may not be mounted inside (center) the frame. No angle/corner gussets.
8. If a factory bracket is used and relocated, it may be no longer than 10" total length and may only be mounted on a single exterior side of the frame rail (same as rule #6)
9. No modifications to automotive brackets, if you cut it off, leave it off. Do not use automotive stock and homemade brackets together.
10. No part of the bumper may be connected or welded to the suspension or suspension parts.
11. GM Impala/ Caprice or like may weld single, ½" width pass around "shock bucket" If using rule #5.
12. You are allowed a piece of 16''x4''x1/2'' piece of frame repair x1 per side of a car that may be welded to frame, this plate cannot be welded to any other part of car or come into contact with anything other than frame.

Rear End

1. Rear end swaps are allowed. Any braced rear end is allowed. Including 8 Lug and.
 2. Locked rear ends and gears and pinion brakes are allowed.
 3. All bracing must be within 6'' of axle tubes and no taller than the top of the housing.
 4. Aftermarket mounting brackets may be used on rear end housing ONLY. Aftermarket leaf spring mounts to rear end may be no larger than .10" X6" Max
 5. No re-enforcing trailing arms. Upper trailing arms may be shortened and welded back together with max 1" overlap. No other material may be added.
 6. Rear ends may be chained to body/ frame. Single chain per side looped from rear end to body/frame. Chain ½" maximum must be bolted together. No welding chain or re-enforcing body.
-

Tires and Wheels

1. Any ply and mud grips are allowed air or tube only in tires. Wheel size may be no bigger than 15 inches.
 2. Valve stem protectors are allowed. Valve stem protectors must be welded securely. SAFETY
 3. No zip screwing rims to tire. No bolting rims to tires. No bead locks.
 4. 3" bead lips may be welded on.
 5. Lug nut size may be no bigger than 1 inch.
 6. Wheels must be factory car wheels.
 7. No full center in rims. Universal centers are allowed, must not exceed a half inch past bolt hole, may be welded in with no filler rod or added metal.
-

Trunk Lids and Tailgates

1. Trunk lids, tailgates and decklids may be welded a maximum of 12 inches per perimeter seam only (only 4 lines per), with ½ inch thick filler rod or 2" X 1/4" inch thick flat strap. No welding decklid section seams or trunk lid inner seams.
 2. Trunk lids may be tucked (50% in stock location) and welded to the floor of the trunk or creased with a single line across truck to a depth no greater than 6" from original location. All hammering must be done before Tech.
 3. Trunk lids and decklids must have a 10" X 10" hole for inspection. No cutting or folding quarter panels in behind the tuck must remain stock in the upright position.
 4. You cannot weld/ bolt the inner to the outer of the trunk lid.
-

Hood

1. Four Bolts OR Four chains OR Four 2"x2"x4" angle iron ¼" may be welded to fender and hood then bolted together to secure hood (you may choose any combination but may only have 4 total)
 2. Bolts may be 1-inch maximum diameter, gussets may be 6"x6"x1/4" max no additional material may be used for support. 6" max diameter washers may be used to secure hood bolts. Bolts and or gussets may be welded to sheet metal only and may not attach to the frame in any way.
 3. Chains ½ inch maximum may be no longer than three feet around bumper and two feet around hood and fender with one loop. Chains may go from the hood to the bumper. No welding washers to the body for the chain to go through.
 4. A hole is required in the hood above the carburetor in case of a fire.
 5. No welding or bolting the inner to the outer of hood. Hood must be OEM.
 6. Hood must open for inspection.
-

Radiator and AC Condenser

1. Radiators must be stock automotive radiators. Radiators must be brass, copper or aluminum.
2. No homemade steel radiators or steam tanks.
3. Radiator must be in stock position. Radiators may not be welded in.
4. No radiator protectors.
5. You may use one "passenger car" type AC condenser in front of the radiator only.
6. The AC condenser may be bolted with four, 3/8-inch-thick bolts, with washers no bigger than 1 inch or may be wired in.

7. You may use x1 piece of 1" all thread in place of your core support bolt must be mounted through factory hole and vertical, you may use this in place of one of your hood bolts.
 8. If you have a unibody car you may weld your core support all thread to the frame 4 inches vertically, must be welded within 2" of where your bumper is welded through the frame and can only protrude through the hood.
-

Engine, Cradle, and Transmission

1. Engine swaps are allowed. Engine setbacks are allowed. Rear most spark plug (SBC #8) may not pass firewall.
2. Engine cradles are allowed. Cradle must be welded to the center cross member, not to the frame rails.
3. Aftermarket engine cradles are allowed. No full-size engine cradles. You may only use the front motor plate that connects to the heads and lower cradle with the pulley protector. ½ inch header flanges are allowed and can only connect to the front plate and to the back of the heads. No mid plates are allowed, no part of the lower cradle can go past the middle of the oil pan.
4. You may cut a hole, 12" L X 12"W in the fire wall for the distributor. The hole must be properly covered.
5. No distributor guards, Header protectors, carburetor protectors or rear sweep headers are allowed.
6. If no cradle is used, motor mounts may be welded to the frame not to exceed 3" X 3" square tube. No rear motor mounts or head straps.
7. Electric fuel pumps are allowed, must have a shut off/kill switch for fuel pump.
8. Transmission coolers are allowed.
9. Homemade transmission cross members are allowed 4"x2" maximum material. No bolting or welding the crossmember to the body or frame except for mounting location (two points). Cross member may be no further forward than the middle of transmission pan. All cars may choose frame to frame OR center to center but may only be connected at the ends of cross member. Cadillacs and early 70's Lincons (and like) may go frame rail to frame but must have a minimum of 3" of clearance from factory crossmember or "dog leg" (must be visible air gap). Factory mounting may not be connected or touch homemade cross member in any way. Only one cross member is allowed. Cross members must be point to point.
10. Transmission adapter plates may be used to bolt different transmission on and may not connect to the cradle or header flanges and must not be used as a mid-plate. Must not exceed two inches past bell housing bolt holes. Adapter plate may not touch firewall.
11. No transmission skid plates are allowed. No external reinforcing of transmission. Transmission pans may be homemade with metal no thicker than a ¼ inch and may not extend past the transmission pan bolts. It may not connect to the ultra-bell, transmission tail shaft, and must be 2 inches from the cross member.
12. If you run a stock transmission with no ultra-bell, you may run 3/16 X 1 ½ inch flat strap from the oil pan to the transmission pan, may be welded (2 inches to each pan) or bolted on, one per side is allowed.
13. No transmission braces are allowed.
14. You may use a steel or aluminum ultra-bell and a steel tail shaft. Ultra-bell may only be bolted to engine and transmission. The steel tail shaft may only be bolted to the transmission and not connected to the oil pan.

15. If steel or ultra-bell are use, Officials must be able to slide a #9 wire between bell/ transmission housing and body, you must also make a relief cut on center/top of trans tunnel (length) where bell will contact body. Relief must be at least 12 inches (one clean torch or grinder cut).
16. Slider drive lines are allowed.
17. Aftermarket gas or brake pedals and cable shifters are allowed. May only be bolted/welded to the floor. Cable shifters may be bolted/welded to the floor.
18. 03 and newer cars with aluminum cradle may use a plate that is secured by only the two factory motor mounting locations and the upper a arm aluminum mount. The steel may not secure to or contact frame rails OR cradle may go rail to rail and only be connected or contact the two-factory raised "Boss" location using factory OEM hardware.

Safety

1. Minimum of 1 lap belt is required. Four-point harnesses are allowed.
2. Long sleeve shirts and pants are required. No short sleeve shirts or shorts are allowed.
3. You must have a fire extinguisher on hand in pits.
4. **No alcohol, firearms, or drugs are allowed in the pits. Zero tolerance. The driver and pit crew will be escorted off grounds without refund.**

Disqualifications

1. Teaming will result in disqualification for all parties.
2. Sandbaggers will be warned first time with flag; second time will result in disqualification.
3. Driver door hits are not allowed, first warning will be with a flag, and second time will result in disqualification.
4. We have a 2-fire rule. Will be discussed at driver's meeting.
5. If cars do not pass re-inspection after the main event, it will result in disqualification.
6. If you time out for more than 1 minute, you will be required to shut off and break your stick.
7. **Driver and/or Pit Crew consuming alcohol OR fighting in pit area at any time will not be tolerated. The driver and pit crew will be escorted off grounds without refund.**
8. Unsportsmanlike conduct to any officials or drivers will NOT be tolerated. The driver and pit crew will be escorted off grounds without refund.
9. All Drivers must review Driver rules prior to participating.
10. You may add x1 piece of 16''x4''x1/2'' frame repair to each side of car, this plate can be welded to any exterior face of the frame cannot be welded to anything except frame can only be broken up 4 times and must remain 4'' wide on every piece.

QUESTIONS? Call or Text Bobby Rutledge (707)301-8324 brut_64@yahoo.com