



## 40<sup>th</sup> District Agricultural Association Yolo County Fair

1125 East Street, Woodland CA 95776  
(530) 402-2222 | [www.yolocountyfair.net](http://www.yolocountyfair.net) | [derby@yolocountyfair.net](mailto:derby@yolocountyfair.net)

### 2026 Limited Weld Car Demo Derby Rules

All rules are subject to the officials' interpretation, and any equipment they judge to be unsafe or inconsistent with the intent of the rules will be deemed illegal for competition.

**The official's decisions are FINAL!!! This is a last car running one shot event.**

Tech and Rule Questions: Yolo County Fair (530) 402-2222 or [derby@yolocountyfair.net](mailto:derby@yolocountyfair.net)

#### **Safety:**

1. Anyone entering the pit area must display a pit pass and show valid ID.
2. Persons 16 or 17 years of age will need parent to sign the Notice of Non-Responsibility form.
3. No Open Toe Shoes allowed in the pits.
4. No animals are allowed in pit areas.
5. Keep your pit area clean, remove your trash.
6. Alcohol, Drugs, Firearms, Verbal, or Physical abuse will not be tolerated.

#### **Driver Rules:**

1. All injuries must be reported to track officials no matter how minor.
2. Regulation racing crash helmets must be worn by the driver during the entire event.
3. **Long sleeve shirts are mandatory, no shorts**
4. Seat belts must remain buckled during the event.
5. Drivers are to stay in their vehicle during the entire event, except when directed by officials.
6. Drivers only are allowed in the arena during and after the event. **Pit crew in the arena may disqualify the driver.**
7. Driver's Meeting must be attended by all holding a pit pass (Mandatory)
8. Drivers may be disqualified for:
  - a. Sandbagging, (staying in the background and doing little hitting)
  - b. Being hooked to another car too long or not making contact with another car
  - c. Drivers' door contact or hitting vehicle of driver that has waved off.
  - d. Sitting idle or not making a hit to another vehicle for 2 minutes
  - e. Teaming will not be allowed.
  - f. Car condition (Anything that endangers participants) will not be allowed to run.
  - g. Driver or Pit Crew behavior can cause your car to be removed from the event.
9. There is a \$200 cash protest fee. This must be done by the driver only. Protest must be in writing, accompanied by the \$200 protest fee and be given to the head official. If the complaint is found to be invalid, the money is not refunded. Protest in writing must be filed before the final inspection after derby

## **Vehicle Rules:**

These items will result in your vehicle not being eligible to race:

1. No Pick-up trucks, vans, convertibles, four-wheel drives, foreign type cars, No T-top or Commercial vehicles. No pre 1973 Chrysler Imperial's or LeBaron's. 1974 and newer are allowed.
2. No silicone, undercoating or painting of frames, interbody panels, inside trunks or tailgates, and paint may only be on outside of vehicle body and bumpers. Your paint must be dry by inspection.
3. Bumper height on new cars will be strictly enforced, you cannot manipulate any surface to gain height. All vehicles with down bars will need to be cut prior to arriving. No welding of interbody seams or quarter panels. No welding body to frames.

## **Bumpers and Brackets**

1. You can use any 5-mph bumper or homemade bumper on any car. Bumpers may be trimmed and/or flipped. **You may weld the** bumper seams. Bumpers may be installed using 6" x 6" x ½" thick flat mounting plates, must be welded to the bumper
2. Homemade bumpers may be made of 4" x 6" x ¼" max mild steel square tubing, must be hollow (no exceptions on size or material). You must (mandatory) cap the end of the tubing on each side with ¼ metal. Must have a 1" hole for inspection. Bumper cannot go past the width of the fenders and must be square with no sharp points on the ends. No point may be welding in the center / middle.
3. Bumpers (front and rear) may be no higher than 20" and no lower than 14" from the bottom of the bumper. Rear frame rail must be no lower than 14" from the bottom if trunk is rolled. Used car bumper height will be approved at official's discretion.
4. Stock and homemade bumpers with or without mounting plate (Rule #1) maybe welded directly to the end of the frame rail (only) with no added material (hardnosed).
5. Front frame horns can only be shortened to the core support.
6. Cadillac front fender mount may be rewelded to bumper bracket to secure front fenders.
7. 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
8. Front bumpers may have two 8" L x 2" W x ¼" thick flat strap. Straps must be vertical position and welded 4" to the bumper and 4" to the core support to help hold the bumper on. Front bumper only.
9. All stock and homemade rear bumpers may be welded to the body up to 8", ½" thick filler rod or 2" x ¼" thick flat strap may be used, no added metal allowed
10. Homemade bumper brackets may only be 12"L x 4" W x ½" thick flat plate or 12" x 2" x 4" x ¼" thick square tubing/channel or 12" x 4" x 2" x 3/8" thick angle iron. Max length on any homemade bracket is 12". Homemade brackets may be mounted on any single exterior side of the frame rail top, outer (tire side) inner (motor side). They may not be mounted inside (center) the frame. No angle/corner gussets.
11. **If a factory bracket is used and relocated, it may be no longer than 12" total length and may only be mounted on a single exterior side of the frame rail (same as rule #10)**
12. No modifications to automotive brackets, if you cut it off, leave it off. Do not use automotive stock and homemade brackets together.
13. Front and Rear Bumpers must be mounted square. No slanted or angled bumpers allowed

14. No part of the bumper may be connected or welded to the suspension or suspension parts

### **Radiators, AC Condensers and Core Supports**

1. Radiators must be stock automotive radiators. Radiators must be brass, copper or aluminum. No homemade steel radiators. **Core support must remain in stock position.**
2. Radiator must be in stock position. Ratchet straps, bailing wire or bolts may be used to secure radiator. Radiators may not be welded in. No radiator protectors.
3. You may use 2" x 1/4" flat strap to build a bracket with 2" weld on the bottom and 2" weld to the core support using a bolt 3/8" max to secure radiator.
4. You may use one AC condenser in front of the radiator only.
5. The AC condenser may be bolted with four, 3/8" thick bolts, with washers no bigger than 1" or may be wired in.

### **Engine, Cradle and Transmission**

1. Engine swaps are allowed. Engine setbacks are allowed. Engine must be in stock position, setbacks are allowed. Back of head may not be past firewall.
2. Engine cradles are allowed. Cradle must be welded to center cross member, not to the frame rails. Aftermarket engine cradles are allowed.
3. 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. 1/2" 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" x 12" in the fire wall for the distributor. Hole must be properly covered.
5. No distributor guards, Header protectors, carburetor protectors or rear sweep headers are allowed.
6. Motor mount may be welded to factory cross member with a 6" x 6" pad that is not touching the frame rail, or motor mounts may be welded to the frame not to exceed 3" x 3" x 1/4" square tube. No rear motor mounts or head straps.
7. Head straps may only be welded to the frame a maximum of 4" and only be a 2" x 2" x 1/4" thick angle iron or flat strap. Head straps may only be welded straight to the frame
8. Electric fuel pumps are allowed, must have a shut off/kill switch for fuel pump.
9. Transmission coolers are allowed.
10. Homemade cross members are allowed maximum 2" x 2" x 1/4" thick square tubing, 3" x 1/4" channel or max 4" x 1/2" flat. No bolting the cross member for the transmission to the body or welding the body on a full frame car. Cross members may only be mounted center to center or frame to frame. Cross members must be point to point and not welded to both the frame and the inner rails on a Cadillac or Lincoln. Welding may be in one place or the other and not both.
11. Transmission adapter plates may be used to bolt a 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 2" past bell housing bolt holes. Adapter plate may not touch firewall.
12. No transmission skid plates are allowed. No external reinforcing of transmission. Transmissions pans may be homemade with metal no thicker than a 1/4" and may not extend past the transmission bolts. It may not connect to the ultra-bell, transmission tail shaft, and must be 2" from the cross member.
13. If you run a stock transmission with no ultra-bell, you may run 3/16" x 1 1/2" flat strap from the oil pan to the transmission pan, may be welded (2" to each pan) or bolted on, one per side is allowed.

14. No transmission braces are allowed.
15. 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.
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. Cannot be welded to the firewall.
18. 03 and newer may use a NLR style bolt in metal cradle over the top of the factory aluminum crossmember, to mount your engine. Can not be wider the factory aluminum A arm. ¼" thick material to be used. **However, the mounting bosses for the factory aluminum crossmember CANNOT BE CUT OFF THE TOP OF THE FRAME. The metal cradle must sit on top of the bosses with a visible gap between it and the top of frame. No welding the metal crossmember to the frame, or any additional bolts to secure it to frame. The only way to secure it is the bolts that pass through the bosses, and the holes in the aluminum crossmember for factory engine mounts.**

## Suspension

1. Spindles swaps are allowed using OEM parts. No aftermarket spindles allowed. Tie rods can be stock or aftermarket but, all other steering components must be original OEM to that car year/make/model. No changing the center linkage or use of Heim joints allowed,
2. Upper A arms must be mounted in OEM / stock location and may be welded down a maximum of 8" per A arm of vehicle using 2" x 4" x ¼" flat strap. Flat strap must be welded on the side of the A arm perpendicular to the frame and may not run down the side of the frame to create frame repair. Alternative to use 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. No welding metal in the springs to raise the front of the car. Leaf springs must remain stock. No after-market springs.
5. No shortening or modifying of leaf springs. No tape or welding on springs
6. 4 total spring clamps per spring pack are allowed per side, no bigger than 2" x 4 ½" in size. No welding clamps to the frame.
7. No coil to leaf conversions.
8. Leaf spring cars may re-shackle leaf springs using factory shackle for that car or bolt leaf springs directly to frame using a maximum 5/8" diameter bolt. In Factory location.
9. Bump stops are allowed (one per side) and may be welded to the rear end (center/ top) and bottom of the frame or subframe only in a vertical position (90\*). Only 2" material max may be used. No gussets or bracing.
10. Coil springs in the rear may be welded to rear end only. 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. Factory tie rods may be strengthened using a single piece of 3/8" rod only, (no other material) welded on one side

## Hood

1. Four Bolts or Four chains must be used to secure hood (4 total).

2. Bolts may be 1" maximum diameter, gussets may be 6" x 6" x 1/4" maximum. 3" maximum 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 1/2" 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. 2" x 2" x 4" x 1/4" angle may be welded to fender and hood, bolted together to secure hood (4 total).
5. A hole is required in the hood above the carburetor in case of a fire.
6. No welding or bolting the inner to the outer of hood. Hood must be OEM.
7. Hood must open for inspection.

### **Safety Bars**

1. Two Side bars may be no bigger than 12" x 2" C channel, must be 3" from firewall and may touch rear hump/wheel wells. Must have a 4" gap from the floor. Side bars are mandatory.
2. Three Cross bars may be no bigger than 6" x 6" square or circle tubing. All crossbars must remain 4" from floor/ tunnel/ transmission bell housing. Front cross bar must be 10" from the firewall and cannot connect to firewall. Front cross bar is mandatory. Middle cross bar must be behind the driver's seat and within 6" of the seat. Middle cross bars are mandatory.
3. 3<sup>rd</sup> Bar Options:
  - a. **Option 1** – 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. No down bars allowed.
  - b. **Option 2** – Gas Tank Protector (GTP) is allowed to replace of 3<sup>rd</sup> cross bar. Gas tank protectors may only be welded or attached to the safety cage and halo. GTP max material is 4" x 4" x 1/4" thick. GTP must be 4" off the floor and 4" clear of any and all sheet metal and able to pass a 4" x 4" block between GTP and sheet metal. GTP max width of 32" outside to outside. Vertical portion may NOT be angled to the rear. Protector may not provide strength or have contact with any other part of the car including window bars. THIS IS NOT A BRACE!!!
4. Halo bars are allowed and must be placed between the driver's seat and no further back then 12" 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 must be welded to side bar only, not to the floor. 5" maximum material may be used for halo. Angle gussets if used must connect to the side bar only. No welding halo to roof. Two bolts 1" max 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. You may add a 3" x 3" x 1/4" pad on the front cowl and 1" in front of the trunk seam to weld to. 3" weld max on roof. 2" maximum material may be used. You may use 3" gussets (4 per bar) to mount the window bars and may not be welded to trunk seam. Front window cowl cannot be altered. Window bars may not be welded to the halo bar
7. Driver's seat may be welded to the floor and cannot be welded or bolted to the frame. No plate is allowed under driver's seat.

## **Batteries**

1. Two automotive type batteries are allowed for the motor. Motor batteries are only allowed on front passenger floor. Batteries must be properly covered.
2. Third battery may be used for transmission cooler or electric fan only.
3. Batteries must be securely bolted to the floor in a battery tray. Batteries must be covered.
4. No welding battery tray to door bars, safety cage or covering body bolts. No bolting batteries trays to cross member, frame, or sub frame.
5. Battery trays cannot touch or be welded to the firewall or the sheet metal that angles up from the end of the floorboard. Must be on floorboard with at least 4" clearance from angle sheet metal and firewall.

## **Gas Tank**

1. Gas tank may be bolted or chained securely to the floor or safety cage, but not to the frame.
2. Gas tank must be place behind the driver's seat.
3. Gas tank must be no larger than 12 gallons.
4. Gas tank platform may be no bigger than gas tank size.
5. Gas tank must be bolted in securely before inspection or you will not run.

## **Doors**

1. Driver door may be welded solid with ½" thick filler rod or 2" x ¼" thick flat strap.
2. All other doors may be welded a maximum of 18" per line using ½" thick filler rod or 2" x ¼" thick flat strap.
3. You may add extra sheet metal or ¼" plate to the outside of the driver's door only. Material may overlap the seam by no more than 2" on each side
4. Drivers door window may be folder over on top of door and welded using up to 2" x ¼" thick flat strap
5. No welding inside of all other doors or window seams

## **Trunk lids or Deck lids and Tailgates**

1. Trunk lids, tailgates and decklids may be welded a maximum of 12" per perimeter seam only (only 4 lines per), with ½" thick filler rod or 2" x 1/4" 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.

## **Rear end**

1. Rear end swaps are allowed. Any rear end allowed. Spring mounting pad on axle max size 10" x 10." **Rear end braces are allowed. Must maintain 4 inch gap from frame.**
2. No homemade or aftermarket mounting brackets or hardware allowed (exception: two upper trailing arm mounts on housing only and may be no larger than factory dimensions).
3. Locked rear ends, gears and pinion brakes are allowed.

4. OEM Passenger Car Trailing arms may be used. 1" overlap may be used to shorten trailing arms for pinion angle. No reinforcement, added metal or aftermarket trailing arms allowed.
5. Rear ends may be chained to body/ frame. Single chain per side looped from rear end to body/frame. Chain 1/2" max, must be bolted together. No welding chain or re-enforcing body.
6. Crown Victoria's, 1998 and newer, may convert to a standard four link trailing arm suspension, and eliminate the factory watts link mounting hardware. The lower trailing arms have two options to mount them:
  - a. You may cut off the lower trailing arm mount on any 1980-2002 Ford Crown Victoria/Lincoln and weld it on the inside of the frame, exactly opposite of where it was in the factory location. 1/2 inch weld may be used to attach it to the frame. **This is the only additional welding to the frame that will be allowed other than what is stated in the rules. (If vehicle came with one on the outside, it must be cut off)**
  - b. You may use a 7" x4" x 1/4" plate, to bolt it to the inner frame rail, opposite of the factory location. Four 1/2" bolts may be used to bolt the bracket to the frame. **You may not run the bolt through the trailing arm and all the way through the frame, on either option.**
7. The top trailing arms may be mounted to the package tray with a 6"x6" x 1/4' inch plate. Four 1/2" bolts may be used to bolt it to the package tray. **It may not be welded or bolted to the frame in any way.**

### **Tires and Wheels**

1. "No tire rule". Any ply and mud grips are allowed. Wheel size may be no bigger than 15".
2. Valve stem protectors are allowed. Valve stem protectors must be welded securely.
3. No zip screwing rims to tire. No bolting rims to tires. No bead locks.
4. Lug nut size may be no bigger than 1".
5. Wheels must be factory car wheels.
6. Wheels may not be reinforced.
7. No full center on rims. Universal centers are allowed, must not exceed 1/2" past bolt hole, may be welded in with no filler rod or added metal.
8. AIR ONLY NO foam filled tires.
9. Wheel seams may be welded and shortened down to 5" with no filler rod or added metal.

### **Fender and Quarter panels**

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

### **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 bodybolts or mounts.
2. No seam welding the frame. No pinning the frame or running bolts through existing holes. Frame Repair may be added using one 4" x 12" x 1/4" or two 4" x 6" x 1/4" flat plates per side. **No more than 12" per side allowed. No more than 2 plates per side.** Frame repair may be mounted on the inside (motor) or outside (wheel) of frame only
3. **Frame repair weld must have at least a 1" clearance from the bumper bracket weld**
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 and hood may be folded over if frame is trimmed no reattaching). **If**

you hammer or ping the body of the car, you will be required to push the metal back out or cut it off.

8. No flattening of trunks, speaker decks, or tailgates.
9. No tilting of any vehicles or pre bending of the frame
10. No painting/ undercoating frames or under side of vehicle.

### **Rust Repair**

1. Floors in car may be repaired with metal the same thickness as it is originally, overlapping of repair may only be up to 1" past the rust spot.
2. If the window seam is rusty in a station wagon you may pinch it together and weld 2" and skip 3", with a maximum of 2" x 1/4" flat strap.
3. If you have any other rust repair issues than mentioned above, please contact officials.

### **Safety**

1. Full face helmets are required.
2. A minimum of 1 lap belt is required. Four-point harnesses are allowed.
3. Long-sleeved shirts and pants are required. No short sleeve shirts or shorts are allowed.
4. It is recommended you have a fire extinguisher on hand in pits.
5. No alcohol, firearms, or drugs are allowed in the pits. Zero tolerance will be used

### **Car Numbers**

1. The driver and passenger sides of car must have car number visible, minimum of 16" tall.
2. Roof signs are allowed and not required. Roof sign to be installed in front of Halo Bar only
3. Roof signs must have 2" gap from roof if connected halo.

### **Disqualifications**

1. Teaming will result in disqualification for all parties.
2. Sandbaggers will be warned the first time with a flag; the second time will result in disqualification.
3. Driver door hits are not allowed, the first time will be a flag warning, and the second time will result in disqualification.
4. We have a 2 fire rules. 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. Drinking or fighting in pit area by drivers or pit crew at any time will result in removal from the fairgrounds.
7. Unsportsmanlike conduct to any official or driver will NOT be tolerated and will result in an automatic removal from the fairgrounds.

### **Inspection/Tech**

1. You will have 2 chances to pass through tech.
2. If your car is not ready to pass after second tech, you will not be allowed to race.
3. Driver and 1 pit member are allowed to be in the inspection area.
4. Your paint must be dry before your car goes through inspection.
5. If you are in the money be prepared to have your car pulled out of the arena and be ready for post derby inspection. Please have your torch ready and available.

### **Disclaimer**

1. If it is not stated in these rules, it is not allowed.
2. Please contact Yolo County Fair (530) 402-2222, ([derby@yolocountyfair.com](mailto:derby@yolocountyfair.com)) if you are unsure about rules.
3. Please do not assume any rules; it may result in disqualification of your car to race.

### **Reminders:**

1. The Vehicles are required to **remain original stock** other than as stated in the rules. Modification of front suspension or steering, Transmissions, A-frames etc.... will not be allowed other than stated!!!
2. It is illegal to weld body seams unless specified in rules.
3. It is illegal to tilt, ping or change frame in any manner.
4. It is illegal to ping or crease the body, no changing body lines.
5. It is illegal to weld, paint, undercoat, mud, sand, grind, etc. any portion of a car's frame unless specified in the rules. Used cars must have frame washed of debris (dirt) from prior derbies.
6. If it is not in the rules, it does not mean you can do it. **Call with questions.**
7. **Again, the intent is for Vehicles to remain stock other than as stated in the rules.**
8. Please contact Yolo County Fair (530) 402-2222, ([derby@yolocountyfair.net](mailto:derby@yolocountyfair.net)) if you are unsure about rules

All vehicles will be inspected for weapons, alcohol, and drugs prior to entering pit area.