

# Rocky Mountain Derby Promotions

## 2021 Rules

### GENERAL RULES

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

**Only driver is allowed in inspection area no other spectators allowed.**

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

**Driver must have inspection paperwork before entering in line inspection**

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

All frame patches must be painted white with a 1/2" hole drilled in the center to determine thickness.

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

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

No hot rodding in the pits.

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

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

**ALL DECISIONS MADE BY JUDGES ARE FINAL!!!**

## **DRIVING RULES**

- Drivers must make a hit every 60 seconds and hit must be aggressive. Sandbagging will not be allowed. Your only warning will be at the drivers meeting.
- A car with 3 wheels out of bounds will be disqualified.
- Hitting 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 drivers ok.
- If the last two cars in the main event become stuck together for a one minute period and are unable to separate on their own, the judges will make every attempt to separate the cars carefully, so as not to inflict damage to either car so that they may continue the first place battle to provide the audience a great show. The race will conclude when one car is no longer able to continue or the driver raises his flag in submission. If a single hit the last one to make a hit they will be declared the winner.
- Cars must remain in arena until heat is done. Any prize money will be forfeited if car leaves early.

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

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

Team driving is not allowed.

## Limited Weld

1. ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN. EXACTLY AS THEY ARE READ.

2. Any American made car can run with the following exceptions; No 2003 or newer FoMoCo frames, No 1970 or older Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulances, hearses, trucks, limousines, etc...NO SWAPPING OF FRAMES, MUST BE STOCK (OEM).

Sedagons must have rear window with a minimum of 14" tall by a maximum of 4" wide at normal window opening. Please call judges for approval.

## CAR PREPARATION

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

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

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

4. All trailer hitches and braces must be removed.

5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered. Battery box must be made of metal.

6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.

7. You must use a radiator and it must be in stock location.

8. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected. You can run shifter through the floor, and you can have a switch panel. If you are running an electric fuel pump, it must be hooked up to your ignition switch, so when your car shuts off so does the fuel pump.

10. You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5 -3/8" bolts or less with 1.25" diameter washers. Or you may roll your fender once and weld them. You may do one or the other not both.

11. No radiator guards in front of or behind radiator. No spray foam can be used around radiator and the supports.

## TIRES

1. Tires no bigger than 16 inch, No split rims, No studded tires. Foam filled or doubled tires are OK- we don't want any flats!!! Valve stem protectors are OK. Tires may be screwed to rims. Rims may have a bead lock on the inside only. You may run a weld in center. No bracing or bead locks on the outside of the rims.

## **MOTORS & TRANSMISSION**

You may use up to a 3/8 thick by 4"x6" plate per side to attach your cradle to the cross member only. No additional metal can be added to the engine cross member.

1. Use motor of choice, motor must be in stock location.
2. You have one option for tying in your motor:

**IF USING A DISTRIBUTOR PROTECTOR:** You may weld in additional supports to the engine cradle area, but they may not be attached to the frame rails at any point. **THEY MAY NOT HAVE ANY PURPOSE OTHER THAN TO HOLD THE ENGINE IN PLACE, OFFICIALS DECISION IS FINAL.** Distributor protectors allowed, must be attached to engine or transmission only. If you run a DP do not mount your dash bar closer than 6 inches from any direction, this will be measured directly behind the DP location. It may not be welded, bolted or connected to body, hood or frame. **FULL ENGINE CRADLES ARE ALLOWED. (IF RUNNING A PULLEY PROTECTOR IT MUST NOT COME INTO CONTACT WITH THE STEERING STABILIZER BAR).**

Transmission protectors will be allowed with integrated transmission pan protection but no skid plates allowed. Transmission pan and oil pan may be plated for protection. 1/4" plate maximum and this plate must be same width and length of pan only and welded to pan only. Transmission crossmember may be moved and located to mount to transmission tailshaft housing mounts and can only be a maximum of 2x3 1/4" rectangular tubing. Tubing may be welded or bolted to frame rails.

## **REAR-ENDS**

Use rear end of choice, but must be no more than 8 lugs, No agricultural rear ends. You can tilt rear end if you wish. Welded or posi-track highly recommended. Slider drivelines are acceptable.

## **FUEL TANK, OIL COOLERS, & TRANSMISSION COOLERS**

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

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

You must run a gas tank/transmission cooler protector. It cannot attach to anything other than your cage. It must be centered between frame humps. It cannot exceed 48" in width attached to seat bar and must angle to 24" in width at the rear and must be a full 3" from rear sheet metal in the second seat area (wagons may run protector as far back as the last bolt of the 2nd seat only). The bracing must be 4" above all floor sheet metal measured from the lowest flat area of the floor in the rear seat area. You may extend the gas tank protector vertically but may not extend more than 6" above the stock height of speaker deck or must be 6" from existing roof line, these 2 bars must be 3" from any sheet metal and 6" from rear window bar. See picture

attached for what is allowed. You may weld 2 bars from vertical roof bars inside vehicle to vertical gas tank protector bars.

## WELDING

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!! All doors must be chained, wired, bolted or welded shut. Drivers door may be welded inside and outside. Drivers door may be welded shut with strap no bigger than 3" by 1/8" thick on the outside seam. \*\*You must reinforce your driver's door with a minimum of 1/8" plate and may not exceed 6" past each drivers door seam. We strongly suggest plating the whole door. In this type of competition all drivers doors will take some type of hit during the event. We want you to be safe and protected behind your reinforcement. ALL OTHER DOORS AND TRUNK MAY BE FULLY WELDED WITH 3" BY 1/8" STRAPPING OR 1/4 INCH ROD FOR FILLER IS ALLOWED.

Firewall forward you may also weld two 1/4" solid beads on frame seams only over existing manufacturers weld. MUST LEAVE ONE FRAME HOLE OPEN FOR INSPECTION IN FRONT OF FIREWALL ON EACH RAIL. No welding of coil bucket seams.

Core support spacer must be square tubing maximum of 2"x2" - 1/4" welded to top side of frame. DO NOT WELD THIS SPACER TO BODY. NO all thread protectors allowed.

TILTING FRAME CAN ONLY BE ON FACTORY SEAM ONLY WITH 1/4" weld, CAN ONLY TILT ONCE.

No other frame welding is allowed!!!

## FRAME PATCHING

ALL frame patches will be painted WHITE and have a 1/2" drilled to determine thickness, all frame patches 1/4" max thickness, must be done or you will NOT pass inspections. Allowed 12" firewall forward, 6" behind front of front door seam and 12" hump plates. All patches and hump plates behind firewall will be mounted on the outside of the frame. NO patches can exceed the width of the frame. Fresh or preran cars can have patches.

## CAGE

For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. You may run a bar connecting the dash bar and seat bar inside of the front doors only, minimum of 3" in diameter and a maximum of 8" in diameter. You may weld two down bars from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seam and may only be welded to the top side of the frame. These bars cannot exceed 2"x3". You must have a halo bar or rollover bar behind the seat, which must be welded to the floor or frame 2 vertical down bars maximum and may be welded or bolted to the roof. You may also weld a

steering column to the cage. Dash bar must be mounted 6 inches behind the furthest reward part of firewall.

SEAT BAR CAN NOT EXTEND ANY FURTHER THAN 6" BEHIND THE DRIVERS AND PASSENGERS DOOR SEAM

## BUMPERS

Front or rear bumpers may use any factory inner and outer automobile bumper or 5" X 5" 3/16" square tube with open ends and nothing inside. Bumpers can be no wider than tires front and back. Factory automobile bumpers may be loaded on inside only and chrome skin welded to inner backing. Bumpers may be mounted with any automobile bumper bracket and shock mounted on one side of frame extending no farther back than the first 12" of frame, can use 4" X 4" 1/4" plate to mount bumper to the shock or 12" of 1/4" plate with 4" wrapped around front to mount bumper, this plate can NOT exceed the width of the frame. Pick ONE mounting method only.

Rear bumpers may have 4 loops of 9 wire or two straps 2" x 3/8" thick may be welded from trunk to the bumper. When welding these straps to either side, only a total of six [6] inches may be welded to hold it onto the bumper or trunk on either end. Front bumpers can use 4 loops of 9 wire or two straps 2" X 3/8" thick strap welded 6" on bumper and 6" on radiator support.

**The bumper brackets must be touching the bumper.**

## TRUNKS

You can fold hoods or trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Trunk lids must have a 12 inch hole cut in the center of trunk for inspection purposes, inspection hole may have 3 -3/8" or less bolts and 1.25" diameter washer bolting the two layers back together. YOUR TRUNK LID MAY BE V'D IN THE CENTER, BUT MUST REMAIN AT LEAST 10" OFF THE TRUNK FLOOR, the 10" will be measured from the top of the frame rails not the spare tire hole. If you tuck the trunk lid to the trunk floor you can only use 12" from the end of the trunk cavity and a total of 24" to attach to the floor in a 6" on 6" off welding pattern.

2 - 1" All-thread may go from the trunk lid to the frame or trunk pan vertically, If it passes through a body mount hole you must have a 1" spacer between the body and frame. You may weld all thread to side of frame vertically not to exceed the bottom of frame. You may have plates for trunk tie down sheet metal to sheet metal only a maximum of 4" x 4"- 1/4" square.

No plates welded to frame. Trunk lids may be chained/ wired/welded/ bolted from sheet metal to sheet metal. No welding trunk to bumper. All doors and trunk can use 3" by 1/8" strapping or 1/4" rod for filler to weld seams.

## HOODS

Hoods must have at least a 12 inch square hole over air cleaner cut out in case of fire. Any holes in the hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 12 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts. You may have up to four 1" all-thread with 4"

X 4" square or round washers on top to hold the hood down, all thread may go from the hood to the frame and be bolted or welded (NO all tread protectors allowed). All thread can not attach to sub-frame. All hood bolts must be placed outside the windshield bars. All bolts must be vertical. No welding of hood to the bumper. Can also use 3 per side 1/8" angle iron 6" long with two 3/8" bolts. Hood MUST be removed for inspection.

## **BODY MOUNTS**

Body mount bolts and spacers can be replaced or discarded. No bolts larger than 5/8" with washers no larger than 3".

## **RUST REPAIR/PATCHING**

You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2" beyond rust. 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.

Patching - you are allowed to patch a hole in the passengers side by only using a maximum of 4"x4" patches maximum 18 gauge metal, patches not allowed to touch each other to fill the hole.

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

## **LEAF SPRINGS**

Leaf springs conversions will not be allowed. 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 8 leaf springs per side, no thicker than 3/8" thick and no wider than 2 3/4" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can re-clamp springs, 4 clamps per side. Homemade clamps can't exceed 2x4x1/4". You can change coil springs to a stiffer spring or add a spring. You may run up to 1" bolt from your rear end housing to the package tray no chains will be allowed. You can either bolt or chain your rear end in, DO NOT do both.

You cannot change the length of trailing arms to shorten or extend them. Rear control arms must be stock, but can be reinforced. You may weld them solid. Do not raise the suspension any other ways except what is listed above. You can bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear end to frame in 2 spots on each side, must go around frame, do not bolt the chain to the frame. We are going to allow you to weld the chain to the side of the frame, for your chains from the frame to the rear end, you can weld one link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame. When attaching leaf brackets you will be allowed

to use 4x4 1/4" square tubing no longer than 4" to be welded to each side of the frame rail. Do not exceed this rule! Do not reinforce factory mounting plates.

Tie rod tubes may be manufactured but must stay close to the same length and must mount in the same configuration as stock. Aftermarket spindles are allowed. Do not re-engineer the way the steering components mount to the frame. Only stock car replacement ball joints and tie rod ends are allowed; no pickup or van tie rod ends. Upper control arms can be welded down with 2"x4" 1/4" plate only, no other welding.

## **WINDOW BARS**

For safety, all cars must have (2) windshield bars extending from the halo bar to the dash bar. These bars cannot be any larger than 2" X 2" SQUARE TUBE OR 3/8" X 3" FLAT BAR you may attach these 2 bars to the halo bar and the dash bar only. The vertical bars must be a minimum of 14" apart at the firewall.

You may weld 1- 2" in diameter rear bar from halo bar to first 6" of sheet metal on rear valance panel in the rear trunk area. This bar can only be welded to halo bar and the first 6" of sheet metal on trunk.

GM Wagons must remove all rear decking and seat components. All other rules above must be followed.

## **LIMITED WELD COMPACT'S TO FOLLOW LIMITED WELD FULL SIZE RULES EXCEPT:**

Only 4 and 6 cylinder engines are allowed, wheel base is not to exceed factory 108", NO modifying the wheelbase to 108". No full engine cradles "only lower cradles allowed that can attach to the front of the engine, all other motor mounts must be stock in compact class."

Carburetor and header protector can only mount to the engine. Factory four wheel drive vehicles will be allowed as long as one drive line is disconnected making it a two wheel drive. No Chrysler pointy bumpers allowed on any limited weld compact car.

# Full Weld

## 1. Vehicles Allowed

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

## 2. 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.

## 3. 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 container must be encased in a metal box. Minimum 1/8 inch steel. Electric fuel pumps are allowed. Rollovers will be determined for safety to continue to run and the OK by the driver to continue.

## 4. Battery

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

## 5. Radiator

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

## 6. Frames

No welding of body to frame. Homemade motor and transmission mounts will be allowed. K Frame cars may weld K Frame to subframe. You can re-weld frame seams. Body bolts & bushings may be removed and bolts up to 1" may be used to bolt 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.

7. 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.

## 8. Transmissions

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

## 9. Drivers Protection

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

## 10. Bumpers

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

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

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

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

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

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

#### Doors/Trunk Lids

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

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

#### Drivers Door

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

#### Hoods

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

#### Trunks

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

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

#### Driver Safety/Flying Objects

Drivers door and drivers side of windshield may have vertical bars welded in to protect driver from flying objects. Two bars from roof down to rear valance panel are allowed in the rear window area. When attaching these bars to the roof/valance/firewall a MAX of 6" may be attached and welded! The windshield bars may not be connected to your distributor protector. WINDOW BARS MAY BE WELDED OR ATTACHED TO THE HALO BAR.

#### Engines

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

#### Welds

Welding in the interior of the car shall consist of the following only: motor mounts, transmission mounts, radiator support, battery box, gas tank box and cage. The interior of the car shall be

defined as the passenger, engine and the trunk compartments. Note: Remember the body cannot be welded to the frame. All outside seams may be welded.

#### Tires

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

#### Rear Ends

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

#### Fender Wells

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

#### Car Numbers

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

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

## STOCK

Any American made car can run with the following exceptions 4x4's, ambulances, hearses, trucks, limousines, ...NO SWAPPING OF FRAMES or BUMPERS, MUST BE STOCK (OEM) per make of vehicle. Chrysler pointy only allowed on year 74', 75', or 76' Chrysler Imperial, or Chrysler New Yorker year 76', 77', or 78'. NO homemade bumpers.

## CAR PREPARATION

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from the car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and

covered.

6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.

7. You must use a radiator and it must be in stock location.

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

9. You can run shifter through the floor, and you can have a switch panel. If you are running an electric fuel pump, it must be hooked up to your ignition switch, so when your car shuts off so does the fuel pump.

10. You may cut wheel wells for tire clearance

11. No radiator guards in front of or behind radiator. No spray foam can be used around radiator and the supports.

## **TIRES**

Tires no bigger than 16 inch, No split rims, No studded tires. Foam filled or doubled tires are OK– we don't want any flats!!! Valve stem protectors are OK. Tires may be screwed to rims.

## **MOTORS & TRANSMISSION**

Use motor of choice motor must be in stock location.

Pick one option for trying your motor in:

Chain motor down 1 loop per side

Cable motor down 1 loop per side

Lower engine cradle with weld in mounts

No distributor protectors!

## **REAR-ENDS**

Use stock rear end. NO FULL FLOATER REAR ENDS. You can tilt rear end if you wish. Welded or posi-track highly recommended.

## **FUEL TANK, OIL COOLERS, & TRANSMISSION COOLERS**

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

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

You can run one 3" square or round gas tank/transmission cooler protector. It cannot attach to anything other than your backseat bar. It must be centered between frame humps. It can not exceed 48" in width attached to seat bar and must angle to 24" in width at the rear and must be a full 3" from rear sheet metal in the second seat area. Maximum length of this protector is 24".

No added bracing.

## **WELDING**

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

## **CAGE**

For driver's protection, you may weld a bar behind the seat from doorpost to doorpost MAXIMUM 6" INCHES WIDE , ¼" 12" x 12" plate to attach to each side of door seam behind seat. Do not connect directly to frame. You must have a halo bar or rollover bar behind the seat, which must be welded to the SEAT BAR with 2 vertical down bars maximum and may be welded or bolted to the roof halo bar. You are also allowed a maximum of 4"x 4" passengers door bar, firewall bar and drivers inside bars for protection this can only be welded to each other and attached to seat bar. No down bars are allowed from the 4 corner safety bars.

## **BUMPERS**

Bumpers must be stock (oem) bumper for the make of vehicle you are building. Can weld bumper to bumper bracket and bracket to frame. No welding bumper to the body in any fashion. Bumper height not to exceed 24" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or frame both front and back. Bumpers must be in stock location. No seam welding, and no chrysler pointy or homemade bumpers.

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

## **TRUNKS**

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

## **HOODS**

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

## **BODY MOUNTS**

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

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

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

## **FENDER WELLS**

Fender wells may be cut and rolled for wheel clearance.

## **CAR NUMBERS**

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

## **ONLY NON STOCK PARTS ALLOWED**

Lower engine cradle with weld in mounts

Shifter

Headers

Transcooler

Fuel pump

## **STOCK 80'S AND NEWER CLASS CARS**

1970 and newer Ford

1980 and newer Chrysler

1978 and newer general motors

## **TRUCK RULES**

- We will be using the full weld full size rules unless specified in this addendum.
- ½ ton, ¾ ton trucks, 1 ton trucks, suburban, carryalls, blazers, scouts, and broncos will be accepted. Either 2 or 4 wd models. 4ws must remove one driveshaft.
- Trucks must have a protective cage inside the driver's compartment. This consists of a dash bar, a bar behind the seat and a bar on either side connecting the two. **ROLLOVER BAR REQUIRED.** Rollover bar may be laced behind the cab mounted in the bed. 2 bars may angle back and down to the bed but they must not be welded to the frame and they cannot go back past the differential.
- Original bed mounting bolts may be removed (and rubber bushings) and may be replaced with up to 1" bolts with 4" washers. Bed can be bolted directly to the frame. No welding. Bed may be welded to cab with 2"x1/8" material and to tailgate with minimum added metal.

- Coil to leaf conversions allowed. Must be converted with minimal modification to frame. Max 9 leaves and must have at least 1" stagger. 3 clamps front/3clamps rear differential. Springs no thicker than 3/8" thick and no wider than 2 3/4" wide.
- Inner fenders may be WIRED to frame. Wheel well openings may be cut for clearance and bolted with up to 7 3/8" bolts or welded.. One length of chain will be allowed between frame rails. Chain must be located between rear axle and rear bumper.
- Same rules apply for gas tanks but if you need to, you can mount gas tanks in front center of the bed. Must have a splash guard. Must have a fuel tank shut off at tank
- Up to 17" rims will be allowed.
- All engines must have the front spark plug even with or in front of upper ball joint.
- Bumper (FULL WELD FULL SIZE CARS AND TRUCKS ONLY)

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

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

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

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

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

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

Compact/mini trucks will use these rules

No full size trucks in mini/compact trucks

Mini trucks are allowed V8's

Examples:

Can use Chevy S-10 truck or blazer, Ford ranger or explorer, Dodge dakota, and Toyota Nissan mini trucks, etc.

### **Motorhome Rules**

Must be stripped of all glass and anything flammable

Remove generator, propane tanks, fuel tanks, alc units

May build cage around driver and front of motorhome

Gas tank and battery must be relocated inside

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