**Competing Models**

Open to any cars with 107.1” wheelbase or less. No all wheel drives. This is a 2 car team derby and both cars must be painted the same.

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If running a passenger, the build must be done to comply the same as driver area.

**A. General Preparation**

1. All Glass must be removed. All loose glass must be cleaned out
2. Car exterior must be stripped of all molding, headlights, trim, tail lights, side mirrors etc.
3. All Flammable material must be removed from interior. Head liner, rear seats, door panels, carpet etc.
4. All vehicles must have a roof sign showing their number on both sides. Minimum of 15” x 15”. Must not strengthen the car in any way.
5. Front seat must be securely fastened to the floor. These bolts may not go through the frame.
6. 4-point safety harness is recommended and attached to factory mounts or minimum 2” washers
7. Seat can be OEM stock of any make/model car (Honda prelude/CRX seats not recommended)
8. Place a padded headrest on the upright behind the seat if the seat was not equipped with a headrest mandatory.
9. No fiberglass or plastic racing style seats will be allowed.
10. Rear seats in all cars and all decking in station wagons must be removed.
11. All cars must be painted. No dark colored cars without contrasting lettering scheme.  No cars can be painted more than 50% black with another bright color on the other 50%. Please submit paint scheme for approval.
12. No Trailer hitches or related parts.

**B. Frames**

1. No painting, buffing, oiling, or undercoating of Frames. You will not be inspected or

allowed to compete.

1. Only body mount points can be bolted to frame. (eg. Fuel tank, battery box, foot petals can only be bolted to body or cage.)
2. All welds must not be larger than ½” wide.
3. Seam welding front frame sections:
	1. Top seam from the upper control arm forward mount edge or front edge of strut tower to bumper.
	2. Bottom seam from the forward edge of the K member to the bumper.
4. Front frame rails may be cut off no further than the front of the factory core support holes.
5. No pitch, tilt or tip.

**C. Bumpers and Bumper Brackets**

1. 4” x 4” x 3/16” HSS square tube bumpers, stock bumper or swapped bumpers are allowed but must be from a 107” or less wheelbase car.
2. No skinning or additional metal may be added to the bumpers except listed below.
3. 4” x 4” x 3/16” HSS square tube bumpers:
	1. Must be open ended, straight and cannot extend more than 5” from the outside of the frame.
	2. If required spacing from the end of the frame a 4” x 4” x 3/16” HSS square tube up to 5” long can be used to space the front bumper to the front end of the frame rails for rad support clearance.
	3. Tube bumpers must be painted to look more stock to the crowd.
4. Bumper mounting:
5. Bumpers may be welded directly to the end of the frame.
6. You may cap the end of the frame with max ¼” flat plate maximum 1” larger frame only and plate must remain flat.
7. 3" x 3/16” flat bar max strap may be added to each frame rail max 4” long contact top and bottom of frame and attached to the bumper. Rapping around is allowed.
8. If all Bumper shocks, and brackets are removed you may add 7” long x 4” high x 1/4” flat plate to the outboard side of front frame rail to the bumper.
	1. Aluminum Bumpers maybe secured in two ways:
		1. One 1” all thread per side no plates other than a 2” flat washer or two half inch all thread per side no plates other than a 6” flat washer.
		2. Or flat straps listed in (4 c.)
9. If using the bumper brackets and/or shocks (may collapse shocks), they must remain in stock location and stock to the car.
10. You can fully weld bumper seams, brackets and shocks solid but brackets/shocks may only be welded from the bumper 7” back.
11. Bumper may not be welded to the body.
12. Bumpers may be cut to keep them out of the tires.
13. Front bumper must be chained at two points with 3/8”-1/2” chain tight loop through the bumper up to hood pin or through the front rad support to the pin to keep broken bumpers from falling off. Rear bumper must be done the same way to the trunk pins or trunk holes.
14. You may NOT relocate the core support in any way.
15. No Spikes or protruding items.

**D. Body Bolts**

1. Body Bushings may not be removed.
2. OEM bolts may be replaced with factory size for that make and model of car.
3. You may add a 3” x 3” plate or 3” washer (maximum size) on the body side of the bolt.
4. You may add a 2” O.D. washer (maximum size) on the frame side of the bolt.
5. You may put your 1” all thread through the core support on the front and through one pair of body mounts in the trunk as two of your places to secure hood or trunk.

**E. Body**

1. Body creasing, enhancing of existing body lines and addition of body lines is allowed to the sides of the car only.
2. Trunk lid seams must be clearly visible and accessible.
3. No doubling of body panels allowed. No added metal. Any spot with 4 layers of sheet metal or more will be required to be torched out completely.
4. Quarter panels must remain vertical.
5. Core support seam welding or re-bolting is not allowed.
6. Holes may be cut in the floor and firewall to accommodate the shifter, fuel lines and transmission lines.
7. You may cut a hole in the firewall to accommodate the engine, within reason. Holes need to be covered by tin or rubber mat to deflect flames from driver area.
8. Body cannot be welded to frame at any point.
9. Inner fenders cannot be welded. Stock bolts only.
10. If body is a hardtop it must have a side window bar that goes from door side skin or door bar to the roof at driver door rear seam. Made from 2”x 3/16” to 3”x 3/16” flat bar, 2” or 3” C-Channel or 3/8” chain. It must be attached with minimum 3/8” bolts and 2” minimum washers on sheet metal side of bolts.

**F. Hoods**

1. Hoods must be bolted or chained shut only maximum 6 points plus stock.
2. No bolts or welds to secure inner and outer skins together.
3. You may use (6) bolts to hold the hood down. Maximum of 1” all thread. No pipe
4. The (2) front bolts may go through the frame. If welded to the frame can only weld 6”. The other four must be sheet metal to sheet metal.
5. If you use chain, you may weld 6” (maximum size) washers to the hood. If bolting, the 6” washers must be free floating.
6. Bolts must not extend more than 4” above hood skin. Maximum plate size 6”x 6”.
7. You may weld a piece of angle iron 3”x3”x6” long ¼” thick to the fender and hood on either side of the car and bolt them together with maximum (2) 1/2” bolts per side.
8. You must have a minimum 10” hole in hood for fire protection and not welded edges.
9. Large hood hole with hood skins folded over one time is allowed but no welding.
10. Hoods must be opened for Technical Inspector.

**G. Trunk Lids and wagon tailgates**

1. May be chained, bolted OR welded at maximum 6 points plus stock.
2. Bolted: Maximum of (6) 1” diameter (max) with 6” diameter ¼” thick (max) washer. 2 of the 6 may go through the frame. No welding. The other 4 must be sheet metal to sheet metal only with maximum 6” diameter plates.
3. Chained: Maximum of (6) chains 3’ maximum length OR (4) chains 3’ maximum length AND (2) welds not to exceed 6” each.
4. Welded: Maximum 6” welds at maximum 6 points.
5. Trunks cannot be canoed and must be in stock location.
6. If wagon (2) points can be welded maximum 6” with 2” x 1/8” thick angle to rear bumper.
7. Wagon Tailgates must be in stock upright location.

**H. Doors**

1. Doors may be welded on the outside only. 2” x 1/8” strap maximum or ½” round bar Maximum.
2. Doors that are not welded shut must be chained closed in at least (2) spots.

**I. Cage and Door Bars**

1. You may use channel door bars. They must be a minimum of 8” wide ¼” thick iron, wide NO guard rail or grader blade. Total length is not to exceed 66” maximum. This bar may not be more than 4” past front door seam. Must be mounted in at least 3 places and extend through the inner panels with washers and plates minimum 4”x 4” x 3/16” with ¾”-1” bolts. The ends of the side iron must the cut at a 45-degree angle. Minimum 1 bolt attaching to rear interior cross bar.
2. Dash bar 2"- 5” diameter 1/8 wall minimum tubing. Must go from window post to window post in the former position of the dashboard. May not be welding in, must be bolted, may NOT be mounted or touch the fire wall, floorboard or frame in any way. Dash bars must be mounted above the steering column 5” from the fire wall. Dash bar is optional if original dash structure is in place with no cut outs in firewall. (It’s recommended to have a flag holder on the crossbar.)
3. No kickers, angled or otherwise. NO cage components may be welded to the frame.
4. A rear cross must be installed behind the seat from door skin to door skin as close to the B-pillar as possible and at least half way up from the floor, must be 3”- 6” pipe or square tubing 3/16” wall minimum with plates welded on the ends. The plates may not extend more than 15” past cross bar toward rear of car. The cross bar must be at the same height as the door channels and with minimum of (1) 3/4”-1” bolt per side connecting the door channels to inside cross bar. Cross bar must be bolted or welded to vertical bars.
5. Optional gas tank protector cannot extend more than of 15” from the back of the crossbar AND have a minimum clearance of 6” from the interior door skins on the sides. 2” minimum clearance from all other sheet metal.
6. No kickers, angled or otherwise. NO cage components may be bolted or welded to the frame.
7. All cars must have 1 upright (vertical) post, upright must be located directly behind the driver and passenger seat. The upright must be made of minimum 2” diameter, 1/8” wall pipe or square tubing with a minimum 4”x4” plate welded to the top and bottom against body skin. The upright will extend from the roof to the cross bar, or from the roof to the floor. If using a two piece upright it must be pinned with a ¾” bolt or welded so that it cannot collapse. It must be held in place with a minimum of (2) 3/8” bolts at the top and bottom with 2” washers on the skin side of bolts. Optional: you may add a second upright on the passenger side of the vehicle.
8. Cross bar and upright needs to be as close to the seat as possible. The closest bar must be 4” or closer to your seat. Your upright and cross bar must be welded together with a maximum 2” spacer connecting them.
9. All cage components must be in the interior of the car.

**J. Halo (Optional)**

1. You may add a halo bar to the cage components listed above if you choose not to run a vertical roll bar inside the car.
2. No kickers, angled or otherwise. NO Halo components may be welded or bolted to the frame.
3. It may not exceed 5" in diameter.
4. This bar must attach to the rear seat cross bar, no exceptions.
5. Halo bars must be in a direct vertical line with the seat bar.
6. Halo bars may NOT be angled toward the rear of the car. They must be vertical.
7. Halo bar top corners cannot point outwards or protrude up more than 6” above roof.
8. You may bolt the halo bar to the roof sheet metal in 2 places.

**K. Front Window bars**

1. You must have minimum (1) front windshield bar or 3/8” chain. It must meet the following criteria
	1. May not extend more than 6” onto the roof or firewall.
	2. Must be attached to sheet metal only.
2. 1/8” thick maximum expanded metal may be used also.
3. Maximum (2) vertical braces. They can be made of 3/8” chain, 3”x 3/16” flat bar or 1” x 1” x 1/8” tube. Ladder build is acceptable. Mounted with 3/8” to 1/2” bolts. They can not be welded to body and maximum width 18” outside to outside at top and bottom including mounting plates.

**L. Rear Window bars (Optional)**

1. Two rear window bars are allowed.
2. ½”x2” wide flat bars maximum. NO PIPE, flat bar only.
3. Must be bolted to the roof sheet metal and to the sheet metal below the rear window on the bottom (wagons go to the tailgate 6” maximum). May not touch trunk lid, trunk floor, bumper, or rear pins.
4. May not extend more than 12” on the roof from the rear of the car. They can not be placed on the quarter panels.

**M. Brakes**

1. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
2. Aftermarket brake petal and drivetrain brakes are NOT allowed.

**N. Tires and Wheels**

1. Any air tire Dot, Forklift, Skid steer etc. with No studs and lead weights removed.
2. Valve stem protectors allowed.
3. OEM rims only.
4. Drive tires only are allowed to be foam filled.

**O. Radiator, Radiator Supports and Coolers**

1. Radiator must be in the stock position in front of the engine.
2. Radiator supports must remain in the stock location
3. An expansion tank maybe used instead of a radiator. It must be made of metal and be no larger than 1 gallon (1 Gallon is 231 cubic inches). Bolted in place with maximum four 3/8” bolts. It may in no way strengthen the frame. It may be mounted directly to the engine. Cannot be used as a kicker.
4. No Transmission coolers.
5. No Engine oil coolers.
6. No Anti-freeze in cooling system at all water only.

**P. Batteries**

1. Batteries must be re-located inside the cab but not in passenger foot area if running a passenger.
2. Maximum 2 automotive type.
3. Your battery box must be of metal Construction full enclosed with rubber over batteries. Securely fastened to the floor with minimum three 3/8” bolts and 2” washers or rear cross bar with minimum 4 bolts. Welding to Crossbar is allowed if weld quality is approved by tech.
4. The lid must be securely fastened shut using bolts. NO RATCHET STRAPS OR BUNGEE CORDS OF ANY TYPE. Battery positive terminals must be covered by insolating material.
5. Switches or wires used for powering the car ON/OFF must be with in reach of the driver while harnessed in. Switches brightly labelled so anyone can shut your car off in an emergency.
6. Battery box must have a minimum clearance of 8” from the interior door skins on the sides and a 4” minimum clearance from all other sheet metal.
7. If mounted in rear it cannot be more than 15” from the back of the crossbar.
8. BATTERIES MUST BE SECURELY MOUNTED INSIDE BATTERY BOX AND SHOWN TO TECH.

**Q. Fuel Delivery Systems**

1. No plastic tanks or Boat tanks allowed. Metal fuel tanks only with maximum 6 gal capacity.
2. Gravity Fed / Bottom Fed Fuel Tanks are allowed but must have ¼ turn shut off valve accessible beside the tank while driver is belted up.
3. Original gas tanks must be removed from the car
4. You must have the gas tank securely mounted with minimum three 3/8” bolts and 2” washers.
5. Gas tank must be bolted at least 8” from inner door panels.
6. It may not be bolted through the frame in any way, may NOT be used as a kicker of any kind.
7. You may use a gas tank protector. It must be a maximum of 15” from the back of the crossbar AND have a minimum clearance of 5” from the interior door skins on the sides and a 1” minimum clearance from all other sheet metal.
8. Fuel vent hose must be secured through floor and vertically looped above the tank.
9. Gas tanks may be bolted to rear seat bar.
10. Fuel lines may be run inside the car. If you use rubber gas line, you must run the line through a larger hose such as a garden hose. \*\*NO Metal fuel lines in car\*\* hyd hose highly recommended.
11. Automotive pump gas only, NO ALCOHOL.
12. Electric fuel pumps are allowed. They must an on/off switch clearly marked in large letters.
13. All lines must be double clamped.
14. Aftermarket throttle petals are NOT allowed.

**R. Engines and Engine Mounting**

1. Any gas-powered engine may be used in any car
2. You may chain or strap the motor. Chains may be attached to the cylinder heads, header flanges of engine plates. 1 Chain per side, 3/8 maximum. Motor straps welded to the frame and bolted to the motor are allowed. Straps maybe a maximum of 2”x 3/8” flat bar. You are only allowed two straps per side of the motor. ONE 2”X2” ANGLE IRON COUNTS AS TWO STRAPS.
3. Engine straps may go no further forward than 3” in front of the forward most part of the cylinder head and, no further back than 3” past the rearward most part of the cylinder head.
4. No front motor plates will be allowed.
5. You must have an air cleaner over the carburetor at all times.
6. Rubber or Polyurethane engine mounts. (Cannot be metal to metal bolted)
7. NO STARTING FLUID ALLOWED.
8. NO ENGINE CRADLES.

**S. Engine Protectors**

1. Distributor protectors are only allowed on engines with distributors at the front or side of engine.
2. DP must be attached to engine / transmission only and not strengthen the frame in any way. It may not be welded, bolted or connected to body, hood or frame and cannot be more than 4” forward of the distributor cap.
3. You may beat flat the engine side of the firewall only, do not weld or bolt firewall.
4. Do not re-enforce the firewall/cowl.
5. NO ENGINE CRADLES.
6. STACK PROTECTORS ARE NOT ALLOWED.

**T. Transmissions**

1. Transmissions must be of passenger car origin.
2. Any aluminum bell housings are allowed.
3. No Transmission protectors or skid plates.
4. OEM transmission cross member or 2”x2" 3/16” max replacement.
5. OEM Tail shaft housings only.

**U. Suspension and Steering**

1. No coil to leaf conversions.
2. Leaf springs must be in the factory position and stock to the car.
3. You may change coil springs or double springs but must fit in spring pockets.
4. OEM control arms front and rear.
5. OEM ball joints and spindles.
6. You may not remove the shocks and put pipe or all thread in their place.
7. You may not plate, reconfigure or re-enforce front A-arms.
8. You are allowed to weld A arms down using a maximum of (2) 3”x1”x1/4” flat bar per side of the car.
9. You may weld the front and/or rear struts solid at the chrome shaft to strut body or put pipe over shaft to work as a spacer.
10. You may reinforce your tie rods, but you must use the OEM tie rod ends. No aftermarket heims.
11. Steering wheel to Steering gearbox may be modified.

**U. Suspension and Steering (continued)**

1. OEM steering columns only.
2. Shock absorbers must be factory replacement for that year, make and model of car.
3. No truck shocks, no exotic shocks, no mystery shocks, no oversized shocks.
4. Air shock lines must be cut.
5. Rear coil springs can be hose clamped to rear axle.
6. Leaf Springs Specifics:
	1. No homemade mounting plates or oversized U-bolts will be allowed.
	2. No welding on the spring pack.
	3. No flat stacking springs.
	4. You my clamp leaf springs. 4 clamps per leaf 2”x 1/2” max clamp size, (2) 3/8” bolts per clamp.
	5. Stock OEM spring pack to the car.
7. Upper/lower rear control arms maybe lengthened or shortened to achieve pinion angle. You may not reinforce the control arms in any way.

**V. Rear Ends**

1. Must be a factory original 4 or 5 lug car rear end only.
2. No part of rear end may strengthen the car’s frame or body in any way.
3. You may use any type of rear end (Ford / Mopar / GM / Hybrid).
4. Rear end must remain in the stock location within the original mounting location. Do not move rear end forward or backwards to support the frame.
5. REAR END BRACES ARE NOT ALLOWED.
6. Axle savers are NOT ALLOWED.
7. Aftermarket Slider shafts are NOT ALLOWED.

**W. Repairing Pre-Ran Cars**

1. When repairing damaged cars, you may use (2) 4”x4”x 1/8” plate per frame section. These plates may not touch each other in any way and have minimum 1” space between. Thicker plates are not allowed.
2. Repair plates must have an inspection hole drilled in the center so the Tech official can see thickness of plate.
3. A frame section is one frame rail in front of or behind the OEM firewall, (2) plates RR frame, (2) plates LR frame, (2) plates RF frame and (2) plates LF frame rail. You may not add any more plate than this.
4. (2) Plates maximum per frame section.
5. A previously run derby can come to the show with (2) 2”x4”x1/8” plate per frame section but pictures of the damage before patching must be presented unless evidence can be seen that the damage is behind the patch. After the heat these patches can be removed and changed to the 4”x4”x1/8” but additional patches cannot be added.

**NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM** **PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.**

**These rules are intended as a guide for the conduct of the sport and are in no way a guarantee**

**against injury or death to a participant, spectator, official or others. Track Officials shall be**

**empowered to permit minor deviations from any of the specifications or impose further**

**restrictions that, in their opinion do not alter the minimum acceptable requirements.**

**NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH**

**ALTERATIONS OF SPECIFICATIONS.**

**Interpretation of or deviation from the rules is left to the discretion of the officials. Their decision is final. It is the responsibility of the driver to ensure their car conforms to all rules and regulations at all times.**

**Inspection Procedures.**

1. Official’s decisions are final.
2. You will be given one (1) opportunity to correct items on your car.
3. Each car gets a maximum of 2 times thru inspection.
4. YOUR HOOD MUST BE OPEN FOR INSPECTION.
5. Battery box must be open and batteries securely mounted inside battery box.
6. Do not come to the inspection line if you are not done preparing your car.
7. Any added or welded metal plate/rod or material not specifically covered in the rules, will be removed completely as well as the surrounding metal. Don’t do it or your car will be weakened!
8. It is your responsibility to report to tech. Failure to report to tech or competing in any event with a car that has not been inspected will result in immediate disqualification and possible monetary fine.
9. Hidden plating or reinforcing found by tech will disqualify the car from the competition.
10. Protests are not allowed. Official’s decisions are final.

**Safety and Competition Rules:**

1. Drivers Meetings at the event must have every driver attend. Drivers that do not attend cannot compete unless there is an adequate reason.
2. Vehicles that do not arrive and enter tech before scheduled tech is closed will be charged $250 per. If they do not meet tech in time for the show there will be no refunds.
3. Driver must wear helmet, long sleeves, pants, boots, seat belt and eye protection at all times during competition.
4. Driver must remain in vehicle with all safety equipment on until directed by a track official to exit the vehicle. (fire is the only exception)
5. Officials may stop the event to give a Sandbagger 1 warning to start hitting aggressively. If continued the car will be disqualified.
6. All drivers must put hands up on red flags to indicate to other drivers that do not know of the red flags until all cars are stopped.
7. Heats will be pulled from a hat at the event at the first drivers meeting.

**Safety and Competition Rules: (continued)**

1. Driver and vehicle are one unit. Vehicle cannot switch drivers at any point unless approved the day before by officials.
2. All vehicles will be re-teched before entering the arena after repairs.
3. **All Vehicles are required to have an orange or red Stake** taped to the front A-Pillar. If the stake is up the vehicle is still in the competition. Officials will indicate to the driver by strobe when a driver is timed out. At that point the driver must pull off the stake.
4. Driver’s door hits are illegal. Any driver’s door hit deemed intentional will be cause for disqualification. Repeated unintentional or careless driver’s door hits will be cause for disqualification. Official’s determination is final.
5. Intentional or repeated unintentional use of your driver’s door as a defense may result in disqualification.
6. You are allowed 2 fires. The third fire will be cause for disqualification.
7. Obey the Officials commands.
8. Driver must make an AGGRESSIVE HIT every 90 seconds on competing cars. Sandbagging will not be tolerated.
9. A vehicle that is pushed by another vehicle into other competitors is not considered a hit.
10. Time Limits for FINAL 2 COMPETITORS. MUST make AGRESSIVE HIT EVERY 1 MINUTE. AT the end of 10 Minutes a Tie May be Called with the 2 Competitors splitting first and second place.
11. Timers and Officials must make the calls while the event is happening. Mistakes may occur but they will be as accurate as possible. No compensation for errors will be given to drivers.
12. No hot rodding in the pits.
13. Keep professional at all times. No swearing or inappropriate sign language in the event.
14. No one under the influence of drugs or alcohol will be allowed in pits or arena.
15. No drugs or alcohol in the pits.
16. Vehicles lifted by jacks or equipment must have jack stands or blocks in place while anyone is working under the vehicle.
17. If you have any issues with another driver or pit crew notify Officials and they will correct the issue.
18. Disqualifications, fines, penalties or removal from event can be issued by Officials if any safety issues occur.
19. The concrete floor can’t be damaged, so spinning rims with no rubber will force the Officials to shut your car down.
20. Excessive engine smoke or tire spinning could force Officials to shut your car down.
21. By entering the event you accept and acknowledge all of the above-mentioned rules as a driver and/or pit crew.
22. SMALL CAR TEAM DEBY RULE SPECIFIC:
	1. No Pin to wins allowed. The last 2 cars may be stopped and pulled apart and restarted.
	2. Drivers are allowed to hold competitor’s car for a maximum of 30 seconds.
	3. The last two cars if team mates will compete for first place.
	4. Small car derby is a one run show unless car numbers are high with minimum one figure 8 race.

Contact Lee Pemble for any questions or concerns.

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