**Competing Models**

-70 Lincoln, El Camino, Caballero, Ranchero, Imperial or Imperial sub frames, hearse, Ambulance, Limo Are NOT allowed. Open to any other cars 103” wheelbase and bigger rear wheel drives.

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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 are recommended and attached to factory mount 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%.
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, can only be bolted to body or cage.)
2. No welding on the frame is allowed.
3. No tilting.

**C. Bumpers and Bumper Brackets**

1. 5” x 5” x 3/16” HSS square tube bumpers, stock bumper or swapped bumpers are allowed.
2. If using 5” x 5” x 3/16” HSS square tubing it must be open ended and straight. It can not extend more than 10” from the outside of the frame. No skinning or additional metal may be welded to the tube. Tube bumpers must be painted to look more stock to the crowd. No truck bumpers.
	1. Mounting the HSS square tube can be done one of two ways:
		1. 3” x 3” x ¼” Angle 5” long Maximum one per frame rail may be bolted with qty: 4 ½” bolts to hold the tube bumper to the frame but all other brackets must be removed. Qty: 2 extra ½” bolts may be used to bolt the tube to the end of the frame rail.
		2. Bolted to the factory mounting for the car with factory size bolts.
3. No welding of the bumpers or bumper brackets are allowed. Bolts only.

**C. Bumpers and Bumper Brackets (continued)**

1. If using factory bumper mounting for car it must be in the stock location and OEM to the car. Bumper swaps are allowed if factory bumper brackets bolt to factory bumper mounts and original bolt size.
2. Bumper ends may be cut for tire clearance.
3. No Spikes or protruding items.
4. 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.

**D. Body Bolts**

1. Body Bushings may not be removed except where you put your 1” all thread for hood and/or trunk if using at body mount location.
2. You may put your 1” all thread through the core support on the front, through (1) body mount in the trunk as one of your places to secure hood or trunk.

**E. Body**

1. No body creasing.
2. Trunk lid and Hood must be in factory location.
3. No doubling of body panels allowed. No added metal.
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. 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, chained or 2 wraps of #9 gauge wire maximum at maximum 6 points only maximum 6 points plus stock.
2. Hood must be in stock location.
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 but not welded to anything. The other four must be sheet metal to sheet metal.
5. If you use chain or wire maximum 6” washers on 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. No welding of cut outs allowed.
8. You must have a minimum 10” hole in hood for fire protection
9. Hood cannot be folded more than once.

**G. Trunk Lids and Wagon Tailgates**

1. May be chained or bolted or 2 wraps of #9 gauge wire maximum at maximum 6 points plus stock.
2. Bolted: Maximum of (6) 1” diameter (max) with 6” diameter plates. 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.
4. Trunks cannot be canoed and must be in stock location.
5. Wagon Tailgates must be in stock upright location.
6. If wagon, tailgates can not be bolted to rear bumper.
7. (2) of the trunk lid chains or wire must be looped around the rear bumper

**H. Doors**

1. Doors can not be welded shut.
2. Doors 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 6’ max. This bar may not be more than 6” 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.
3. 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. This Bar May NOT be welded or bolted to the frame. 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.
4. Optional gas tank protector cannot extend more than of 15” from the back of the crossbar AND have a minimum clearance of 8” from the interior door skins on the sides. 4” minimum clearance from all other sheet metal.
5. No kickers, angled or otherwise. NO cage components may be welded to the frame.
6. If you choose to run an internal cage, all horizontal cage components must be at least 8" off the floor of the car, side bars measured at the body bolt elevation. You may use channel or tubing up to 8″ OD max for all interior bars and must be straight material.

**I. Cage and Door Bars (continued)**

1. 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.
2. 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.
3. All cage components must be in the interior of the car and not inside the door structure with the exception of the driver’s side. This door bar MAY be inside the door structure to allow more room for driver’s safety.

**J. Halo**

1. NO HALO ALLOWED.

**K. Front Window bars**

1. You must have minimum (1) maximum (2) window bars made from 2”x3/16” to 3”x 3/16” flat bar or 3/8” chain. It must meet the following criteria.
	1. Must be attached to sheet metal only with minimum 3/8” bolts and 2” minimum washers on sheet metal side of bolts.
2. 1/8” thick maximum expanded metal may be used also.

**L. Rear Window bar**

1. No rear window bars.

**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 is allowed but drivetrain brake is NOT allowed.

**N. Tires and Wheels**

1. Any air tire Dot, Forklift, Skid steer etc. with No studs and lead weights removed.
2. OEM wheels only. OEM wheels are any vehicle manufacture made 5 or 4 bolt wheel that came with production cars.
3. Small weld in centers maximum ¼” thick can be used but must not be bigger than 6.5” diameter.
4. Valve stem protectors allowed.
5. 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. NO expansion tanks allowed unless factory to the car. Radiators or loops hoses only.
4. Transmission and Engine oil coolers are NOT allowed.
5. 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 System**

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 12” 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 8” from the interior door skins on the sides and a 4” 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\*\* hydraulic 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 allowed.

**R. Engines and Engine Mounting**

1. Any gas-powered engine may be used in any car but OEM mounts used.
2. Engine mounts cannot be welded to the frame. Bolts Only.
3. 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 (3” maximum length weld) or bolted to the frame and bolted to the motor are allowed. Straps maybe a maximum of 2”x 3/8” flat bar or 3/8” chains. You are only allowed two straps or chains per side of the motor. ONE 2”X2” ANGLE IRON COUNTS AS TWO STRAPS. (3” maximum length weld on frame)
4. If bolting Engine straps, chains or angle iron to the frame. The bolts cannot be used to pin the frame. Bolts can only go through the one frame rail skin. Maximum 2 bolts per frame contacting area with bolts maximum 3” apart.
5. 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.
6. You must have an air cleaner over the carburetor at all times.
7. You may beat flat the engine side of the firewall only, do not weld or bolt firewall.
8. Do not re-enforce the firewall/cowl.
9. NO STARTING FLUID.

**S. Engine Protectors**

1. NO DISTRIBUTOR PROTECTORS unless the distributor is at the front of the engine. It cannot be wider than the valve covers. It cannot be more than 2.5” Forward and higher than the edges of the distributor cap. It cannot be connected to the frame or support the frame in any way. It can only be attached to the engine.
2. NO ENGINE CRADLES.
3. NO STACK PROTECTORS.

**T. Transmissions**

1. Transmissions must be of passenger car origin.
2. OEM bell housings only.
3. Derby Shifters are allowed.
4. OEM transmission cross member or 2”x2" 1/4” tube maximum replacement.
5. OEM Aluminum tail shaft housings.
6. NO TRANSMISSION PROTECTORS, CRADLES, BRACES, OR SKID PLATES.

**U. Suspension and Steering**

1. No coil to leaf conversions.
2. Leaf springs must be in the factory position.
3. Suspension must be original factory suspension for that car.
4. You may not remove the shocks and put pipe or all thread in their place.
5. You may not plate, reconfigure or re-enforce front control arms.
6. Working stock suspension.
7. OEM ball joints, spindles, control arms, and tie rod ends with NO reinforcing.
8. Steering shaft to gearbox may be modified.
9. Aftermarket steering columns NOT allowed.
10. Shock absorbers must be factory replacement for that year, make and model of car.

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

1. No truck shocks, no exotic shocks, no mystery shocks, no oversized shocks.
2. Air shock lines must be cut.
3. Rear coil springs can be hose clamped to rear axle.
4. 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.
5. Upper/lower rear control arms can be lengthened or shortened but you may not reinforce the control arms in any way.
6. 1998 and newer Watts-Link conversion for Fords.
	1. You may convert a Watts-Link to a standard 4 link system but bolted to frame only.
	2. Use of upper and lower trailing arm brackets of an older Ford but no aftermarket arms.
	3. No positioning of brackets to strengthen the front down legs of the rear hump.
	4. Must be mounted in the stock location.

**V. Rear Ends**

1. Must be a factory original 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 swap OEM rear end (Ford / Mopar / GM) but no modified control arms.
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. NO REAR END BRACES.
6. Slider Aftermarket driveshafts are allowed.

**W. Repairing Cars**

1. When repairing damaged cars, you may use (2) 4”x4”x 3/16” 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 and only over damaged area. (4) plates maximum for the “***IRON ASSASSIN***” of each heat. Plates must only be used over proven damage. (take clear pictures prior to patching.
5. A previously run derby can come to the show with (2) 2”x4”x3/16” 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”x3/16” but additional patches cannot be added unless winning the ***“IRON ASSASSIN”***.

**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 SUCHALTERATIONS 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 & 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.
8. Driver and vehicle are one unit. Vehicle cannot switch drivers at any point unless approved the day before by officials.
9. All vehicles will be re-teched before entering the arena after repairs.
10. **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.

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

1. 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.
2. Intentional or repeated unintentional use of your driver’s door as a defense may result in disqualification.
3. You are allowed 2 fires. The third fire will be cause for disqualification.
4. Obey the Officials commands.
5. Driver must make an AGGRESSIVE HIT every 90 seconds on competing cars. Sandbagging will not be tolerated.
6. A vehicle that is pushed by another vehicle into other competitors is not considered a hit.
7. 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.
8. 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.
9. No hot rodding in the pits.
10. Keep professional at all times. No swearing or inappropriate sign language in the event.
11. No one under the influence of drugs or alcohol will be allowed in pits or arena.
12. No drugs or alcohol in the pits.
13. Vehicles lifted by jacks or equipment must have jack stands or blocks in place while anyone is working under the vehicle.
14. If you have any issues with another driver or pit crew notify Officials and they will correct the issue.
15. Disqualifications, fines, penalties or removal from event can be issued by Officials if any safety issues occur.
16. The concrete floor can’t be damaged, so spinning rims with no rubber will force the Officials to shut your car down.
17. Excessive engine smoke or tire spinning could force Officials to shut your car down.
18. By entering the event you accept and acknowledge all of the above-mentioned rules as a driver and/or pit crew.
19. Un Welded Big Car Specific:
	1. Team driving will not be tolerated. This includes pushing and/or holding any vehicle.
	2. No Pin to wins allowed. Drivers must back off the competitor’s vehicle after 5 seconds. The last 2 vehicles may be stopped and pulled apart and restarted.
	3. The top 2 vehicles and “Iron Assassin” from each heat qualify for the main event. If one of the 3 is unable to make it into the main 3rd place car qualifies for the main. None of the qualified cars can begin repairing until all cars in this class have competed and officials announce that repairs can begin giving all the same time to repair. The Iron Assassin will be the most aggressive driver and with substantial damage. The Iron Assassin will be allowed 2 more plates per frame section but they must be repairing damage and proven to Tech Officials.
	4. Vehicles that do not qualify in their heat will have another chance to qualify in the grudge. The top 2 will qualify for the main event or 3rd place vehicle if one of the two cannot compete. They can immediately begin repairs once qualified for the main.

Contact Lee Pemble for any questions or concerns. Cell: 778-347-1159 Email: demoderby100@gmail.com