**Competing Models**

Any front wheel drive minivans. No all wheel drive or rear wheel drives allowed.

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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. Van 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 must be removed.
11. All vans must be painted. No dark colored cars without contrasting lettering scheme. No vans can be painted more than 50% black with another bright color on the other 50%.

**B. Frames**

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

allowed to compete.

1. No welding on the frame is allowed except front (2) hood rods.
2. No tilting.

**C. Bumpers and Bumper Brackets**

1. No welding of the bumpers or bumper brackets is allowed.
2. Must use factory bumper for van.
3. Bumper may be bolted or chained to the frame only.
4. Bumper ends may be cut for tire clearance.
5. No Spikes or protruding items.
6. 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.

**E. Body**

1. No body creasing.
2. 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
7. transmission lines.
8. 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.

**F. Hoods**

1. Hoods can 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. If welded to the frame can only weld 6”. 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. Hoods must be opened for Technical Inspector.

**G. Rear Hatch/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 washers. 2 of the 6 may go through the frame. No welding. The other 4 must be sheet metal to sheet metal only.
3. Chained: Maximum of (6) chains 3’ maximum length OR (4) chains 3’ maximum length.
4. Can not be bolted to rear bumper.
5. (2) of the Hatch/Tailgate chains or wire may 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. 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 van, 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.
7. All vans 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 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.

**N. Tires and Wheels**

1. Any air tire Dot, Forklift, Skid steer etc. with No studs and lead weights removed.
2. OEM wheels only.
3. Valve stem protectors allowed.
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. NO expansion tanks allowed. 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.

**Q. Fuel Delivery System (continued)**

1. 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.
2. Fuel vent hose must be secured through floor and vertically looped above the tank.
3. Gas tanks may be bolted to rear seat bar.
4. 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.
5. Automotive pump gas only, NO ALCOHOL.
6. Electric fuel pumps are allowed. They must an on/off switch clearly marked in large letters.
7. All lines must be double clamped.

**R. Engines and Engine Mounting**

1. No engine swaps allowed.
2. Engine mounts cannot be welded to the frame. Bolts Only.
3. You must have an air cleaner over the carburetor at all times.
4. You may beat flat the engine side of the firewall only, do not weld or bolt firewall.
5. Do not re-enforce the firewall/cowl.
6. NO STARTING FLUID.
7. NO STACK PROTECTORS.

**S. Distributor Protectors/Cradles**

1. NO DISTRIBUTOR PROTECTORS.
2. NO ENGINE CRADLES.

**T. Transmissions**

1. OEM transmissions only.
2. 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 A-arms.

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

1. Working stock suspension.
2. OEM tie rods and NO reinforcing.
3. Steering shaft to gearbox cannot be modified.
4. Aftermarket steering columns NOT allowed.
5. Shock absorbers must be factory replacement for that year, make and model of car.
6. No truck shocks, no exotic shocks, no mystery shocks, no oversized shocks.
7. Air shock lines must be cut.
8. Rear coil springs can be hose clamped to rear axle.
9. 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.
10. Upper/lower control arms may not be reinforced in any way.

**V. Rear Ends**

1. Must be a factory original rear end only.
2. No part of rear end may strengthen the car’s frame or body in any way.
3. 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.
4. NO REAR END BRACES.

**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 vehicle.
3. Each vehicle 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 vehicle.
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 van 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.
11. 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.
12. Intentional or repeated unintentional use of your driver’s door as a defense may result in disqualification.
13. You are allowed 2 fires. The third fire will be cause for disqualification.
14. Obey the Officials commands.
15. Driver must make an AGGRESSIVE HIT every 90 seconds on competing cars. Sandbagging will not be tolerated.
16. A vehicle that is pushed by another vehicle into other competitors is not considered a hit.

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

1. 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.
2. 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.
3. No hot rodding in the pits.
4. Keep professional at all times. No swearing or inappropriate sign language in the event.
5. No one under the influence of drugs or alcohol will be allowed in pits or arena.
6. No drugs or alcohol in the pits.
7. Vehicles lifted by jacks or equipment must have jack stands or blocks in place while anyone is working under the vehicle.
8. If you have any issues with another driver or pit crew notify Officials and they will correct the issue.
9. Disqualifications, fines, penalties or removal from event can be issued by Officials if any safety issues occur.
10. The concrete floor can’t be damaged, so spinning rims with no rubber will force the Officials to shut your car down.
11. Excessive engine smoke or tire spinning could force Officials to shut your car down.
12. By entering the event you accept and acknowledge all of the above-mentioned rules as a driver and/or pit crew.
13. Minivan 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. Minivan derby is a one run show with possibly one or two figure 8 race.

Contact Lee Pemble for any questions or concerns.

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