2026 Car Preparation & General Rules for Regular CAR class

1. **CO-PILOT are OPTIONAL in cars. Do not need one but can run one.**
2. This class is open to any North American made hardtop model stock car or station wagons. No convertibles, vans, trucks, hearses, ambulances, four-wheel drive, coupe utility, or SUV. ALL previously run cars are allowed but MUST still meet all the rules and best to contact derby organizer to confirm.
3. Remove ALL glass, plastic, chrome, fiberglass, pot metal, exterior mirrors, door handles, lights, grills, ALL trim and clips, gas tank, trailer hitches, and complete interior of car except the driver's seat, ALL flammable material to be out of cars. All preparations MUST be done prior to coming to event. Please clean all debris from cars to not end up in rodeo ring as well.
4. NO silicone, undercoating or painting of frames, inside of trunks or tailgates, or interbody panels. Paint should only be on outside of vehicle body and bumpers.
5. ALL drivers are responsible for complying with the rules as stated below. **This is NOT a "GREY AREA" derby!! Please build only to these rules and do not read between the lines.** Officials have the final say and may remove anyone from the derby at any time for breaking rules or any other reason. If you have questions about build rules, please contact David Schwandt.

SAFETY + Disqualifications

1. MINIMUM of 1 lap belt is required. Four-point harnesses are allowed.
2. Long sleeve shirts and pants are required for driver (or coveralls). NO short sleeve shirts or shorts are allowed.
3. You must have MIN 5# fire extinguisher in the pits.
4. **NO alcohol, drugs, fighting, or firearms are allowed in the pits during the days running of all events. ZERO tolerance. Driver and pit crew will be removed from grounds without refund. Anyone in the pit area is under the driver's responsibility.**
5. TEAM driving will result in disqualification for all parties.

6. Sandbaggers will be warned 1st time, second time will result in disqualification.
7. Intentional drivers' door hits are NOT allowed, first time will result in warning by ringside flagger, 2nd time you are disqualified. We understand when both cars are moving under power that it happens, so official discretion.
8. If cars do not pass re-inspection after main event, it will result in disqualification. Tech officials will look at cars at end of main event.
9. Unsportsmanlike conduct towards and official or other drivers will NOT be tolerated.
10. ANY concealing of metal or other material inside bumpers, frames, etc. will result in disqualification. If found, you will NOT have the opportunity to remove.
11. If you time out for more than 2 minutes, you will be required to shut vehicle off and break your stick. Time limit is discretion of the officials and can be adjusted based on weather and ground conditions, and also fire stoppages.
12. ALL drivers MUST review these rules prior to entering derby.

Body and Frame

1. Body to frame hardware and bushings should be stock for that make and model of car. MUST be in stock locations and NO changing or removing of body mounts or bushings unless specified.
2. If have broken or rusted off body bolts, can replace with MAX 3/8" Grade 5 bolt and nut. Washers, if needed, no larger than stock sized. MUST still use the original bushings and not add any spacers.
3. NO seam welding on frames at all. NO closing in factory holes in frame. NO pinning the frame or running bolts through existing holes. NO welding on frame except as noted.
4. Frame notching is allowed, but NO hammering of the frame allowed.
5. Front frame rails may be trimmed back to 1" of OEM core support mount location.
6. NO hammering or moving of the body is allowed. Cars must remain stock appearing. Exceptions: Front of hood can be folded down slightly if frame is trimmed.
7. NO flattening of trunks, speaker decks, or tailgates.
8. NO tilting of any vehicles or pre bending of the frames.
9. NO painting/undercoating frames or underside of vehicle. Unless noted below.
10. If roof sign is attached to your halo bar, must have 2" gap from top of roof. MUST have car numbers on a roof sign min 12" high numbers that can be read from far away.
11. **RUSTY FRAME REPAIRS:** 1 repair per corner of car on the frame allowed. Rust holes in frames can be done with no material stronger than what you are replacing/repairing. NO overlapping metal, ONLY butt weld repairs allowed. These repairs MUST be pointed out to tech and painted bright color. This is the ONLY paint on frame.
12. **PRE RUN CARS:** 2 frame repair plates per corner of car allowed. Max 4x6"x1/4" thick steel allowed to be used. MUST paint these repair areas a bright color. The 2 plates or the welding must NOT touch each other, MIN 1" gap between the repairs. You can bend your plates to fit. IF you cut your repairs plates down to size, you can NOT use the cut off piece anywhere else, 2 plates per corner no matter how small you cut them down to.

Fenders and Quarter Panels

1. Fenders may be cut out. Cut to radius of tires max.
2. Rear quarter panels may be cut out, no more than to max radius of tires. Can fold over the sheet metal but NOT allowed to reattach to body at all.
3. IF not folding over sheet metal, fenders and quarter panels can be bolted with MAX 5 - 3/8" bolts and washers. Body Washers max size 1".
4. Rear quarter panels can be creased down on top to max 4" from straight line. Rest of quarter panel MUST remain in vertical factory position.

Trunk Lids and Tailgates

1. Trunk lids, tailgates and deck lids. 6-point contact to secure them MAX. Two of the contact points can be MAX 1" pins through the frame, with max 6"x6" washers on top of the body. The other 4 contact points can 6" of weld with either ½" max filler rod or 2" wide x6" long ¼" flat bar. If chaining bumper through deck lid, these count as contact points.
2. Trunk lids can be tucked max 16" from rear or max 50% of total lid length. Can just cut this piece off as well if not wanting to tuck it down into trunk.
3. NO inverting trunk lids, normal OEM factory location.
4. NO welding or bolting the inner and outer layers, except if using the pins noted above.
5. MUST have a way to see into trunk for inspection, either through rear passenger compartment or cut a 10x10 hole through tucked part of deck lid.

Hood

1. Hoods MUST be open for tech inspection. NO exceptions.
2. Hoods must be bolted or chained closed with max 6 points of contact. The not-to-frame hood pins to be MAX 1" diameter attached to body only. NO braces from hood pins to frame or firewall. Max only 2 bolts can be attached to the frame to the hood. These pins to frame to be MAX 1.25" diameter. ALL washers on top of hood max 6"x6"x1/4" thick washers. MUST not reinforce the hood pins at all between frame and hood.
3. If using angle iron to hood and fender, MAX 6" long piece of 2x2 angles.
4. If using chains to close hood, max ½" max size chain. If wrapping chain around bumper, these count as contact points and max length of each chain is 36" if to bumper.
5. Hoods MUST have 2 holes min cut through hood for fire access, one on each side. Can cut out hood over top of engine area as well if wanted. Can fold hood skin underneath. If headers are upright through hood, must still leave couple inches of room around pipes for fire access.
6. Hood skin bolts allowed in hood. Max 10 – 5/16" skin bolts, with max 1" body washers. NO welding the outer and inner skins together.

Doors

1. BOTH front doors MUST be welded solid with max ½" thick filler rod, or max 2"wide x 1/4" thick flat strap on each vertical seam. Should weld bottom edge of door as well in couple places min.

2. ALL other doors to be welded max 6" on and 6" off using max ½" thick filler rod, or 2" widex6"longx1/4" thick flat straps. Weld bottom of doors as well same way.

3. No extra metal to be added to outside of doors, only exception if the outside door bars. No welding the inside of the doors to the body.

Radiator and AC Condenser

1. Radiators must be stock automotive radiators. Radiators can be brass, copper, or aluminum.

2. Radiators MUST be in stock OEM position. Can be bolted or strapped into place, but NOT welded into place.

3. NO homemade steel radiators or steam tanks. Can loop rad hoses if wish but must have a rad cap inline for pressure relief. MUST start the derby with a rad in the car, looping is only option for later if no room.

4. NO radiator protectors other than AC condenser. NO spray foaming the rad or rad support.

5. You may use "one" passenger car type AC condenser in front of the radiator only. Can bolt this condenser into place with max 4 - 3/8" bolts with washers max 1", or can wire into place.

Door Bars and Safety Cage

1. BOTH doors must be reinforced with either:

A. IF **OUTER** steel door bars are used, they must be channel iron (NO Grader Blades), one bar on EACH side of the car. MIN thickness to be ¼" steel and MUST be MIN 8" wide and max 16" wide. Recommend not using just the minimum width. Must NOT stick out from side of body more than 2.75" in depth. Corners on ends must be beveled at 45-degree angle. Place door bar high enough to protect from bumpers as well as protect hip line on driver. Bars can NOT extend more than 6" past front door seam or into wheel opening. Max overall length of bars to be 74". The rear end of the bar can NOT extend into the rear wheel opening at all. MUST be bolted to car with MINIMUM 3 - 3/4" bolts or 4 – 5/8" bolts. Bolts should go through the A and B pillars for max strength. Add washers inside and outside to not pull bolts through steel and car, keep size reasonable. Cannot attach inside to floor or frame at all.

B. INSIDE cages. Side bars on each side of car. MUST be 3" away from firewall and cannot touch the rear body hump/wheel well. MUST have bars MIN 4" above the floorboards, and no taller than the bottom of the window opening. This makes rough width max 16" or so. These inside bars MUST remain inside the cabin area and not through the doors or pillars. These bars can be welded to inside of the body to the A and B pillars. NO legs down to floor or the frame at all.

2. Three Cross bars may be used. NO bigger than 6"x6" square or round tubing and must mount between the door bars. All cross bars must remain min 4" above the floor, transmission, tunnel, or the bellhousing. The front cross bar must be 10" away from the firewall and not connect to the firewall. Middle cross bar behind the driver seat no further than 6" from the seat. Middle and front cross bars are MANDATORY, if steel dash frame has factory bar, then will be official's discretion. Cross bars and be bolted or welded to side door bars. Rear cross bar, if

used, must be placed behind gas tank and no further than where the vertical line of where the floorboard and rear inner wheel well meet up. Gussets allowed from cross bars to the door bars but not attach to body of car.

3. A gas tank protector is allowed in place of the 3rd rear cross bar. This gas tank protector MUST be welded or bolted to the cage and not to the body in any way. MAX width of gas tank protector is 32" and can be placed just inside package tray line but not attached to package tray. Gas tank protector must be min 4" away from ALL sheet metal and to be placed no taller than the speaker deck. Station wagons – same as above but are not to go back any further than the back of the rear doors.

4. Halo bars are allowed. MUST be placed between the driver's seat and no further back than 12" in front of the rear wheel well. Halo must be installed in a vertical position only, 90-degree to ground and the horizontal bar must connect to the uprights in direct straight line. Halo bar can get gussets to the side bars. Only install Halo to cross bars and NOT to the floor or frame. NO welding Halo to the roof. Can add 2 – 1" bolts to roof with 3" washers installed to roof sheet metal only.

5. NO welding cage to frame or floor. NO bolting accessories such as gas/brake pedals, shifter, battery box, or tranny coolers through frame or cross members or sub-frames.

6. Two front window bars are mandatory. Two bars may be used in rear window. Window bars may not be attached to the trunk lid or hood. Bars can be welded into the window area or bolted through the window cowl areas and roof skin.

7. The driver's seat can be welded or bolted to the floor. Cannot be welded or bolted to the frame at all.

Batteries

1. TWO automotive type batteries are allowed. Batteries MUST be properly covered.

2. Battery tray must be securely bolted or welded to the floor OR cage. Must be one or the other. Battery tray cannot connect the cage to the body or frame in any way.

3. NO welding or bolting battery box to frame, sub-frame, or tranny cross member.

4. Battery tray can NOT be welded to firewall. NO further forward than the front cross dash bar, or if on the floor no further than crease to firewall from floor pan.

Gas Tank

1. Gas tank must be bolted securely to the floor or safety cage. Tank can NOT connect cage to the body or frame in any way.

2. Gas tank must be placed behind the driver's seat area.

Suspension and Steering

1. NO re-enforcing suspension or steering unless noted. NO swapping suspension or steering MUST be original OEM to that car year/make/model unless specified. Steering box or rack must be OEM style to the car it is running in. NO converting rack and pinion cars to steering boxes.

2. Upper A-arms may be welded down in OEM location. A maximum 8” per side of vehicle using 2”x4”x1/4” thick flat straps, or 2 chains per A-arm no longer than 7 links of 3/8” chain with only the end link welded to the frame and the A-arm, no other links can be welded. Strap/chain must remain in the footprint of the upper A-arm.

3. 03 and newer cars may use strut spacers. Spacers may be used on top or bottom of the strut and may only mount in the OEM locations using OEM size and grade hardware. Spacers may provide no other support to suspension.

4. Spindle swaps are allowed. MUST be swapped with non-modified OEM spindles from a car than is eligible for this class. So, NO truck spindles.

5. NO welding metal into the springs to raise front or rear of the car. Leaf springs must remain stock. NO aftermarket springs. NO coil to leaf spring conversions allowed. NO shortening or modifying the leaf springs. Leafs to remain in factory installed locations.

6. Two additional spring clamps per spring pack are allowed in addition to the two factory clamps. So, this makes total maximum of 4 clamps per leaf spring. Clamps are to be no wider than 2 1/2” inches. NO welding clamps to the frame. IF adding tape to leaf springs we must be able to tell how many clamps, so do not cover the clamps with tape.

7. Bump stops are allowed, one per side, and may be welded to the rear end. 2” material max to be used. NO gussets or bracing. Can be installed center/top or rear end and bottom of frame/sub frame only in vertical position.

8. Coil springs in the rear of the car may be welded to the rear end, or max wrapped 4 times with 9 wire. You can NOT bolt the springs the frame to the body.

9. Homemade or aftermarket steering columns or steering knuckles are allowed.

10. Tie rods may be strengthened with max ½”x ½” angle welded to them. Rest of steering parts to be OEM stock. NO aftermarket tie-rods or ball joints, OEM equipment.

Rear End

1. Rear end swaps are allowed. ANY non-braced CAR rear end only, NO 8 lug. MAX 31 spline stock style axles. If welding factory style brackets onto another housing, butt welding onto housing only with no gussets or braces, only add filler rod to close gaps.

2. Pinion brakes are allowed. REAR brakes are the MIN required to stop car. Either factory style or pinion. Front brakes optional, but car must be able to stop.

3. NO axel savers or other bracing allowed.

4. NO reinforced trailing arms. Upper trailing arms may be shortened and welded back together with 1” max overlap. NO other material to be added.

5. Aftermarket mounting brackets may be used on rear end housing, keep minimal to stock sizes and weld or bolt in place. Brackets may NOT be used as bracing (Officials determination). May cut off factory ones and use on different diff during swap but do not add extra metal more than needed to make look stock type mount, no bracing. Aftermarket leaf spring mounts may be no larger than 10”x10” max.

6. Rear ends may be chained to body/frame. Single chain per side looped from rear end to body/frame. Chain maximum ½"and must be bolted together. NO welding chain or reinforcing body with the chain.

Bumpers and Brackets

1. You can use any 5-mph factory style bumper or a homemade bumper (see rule #2 below) on any car. Bumpers may be trimmed and/or flipped, can fold end over and weld with no added material and NO sharp points must be square as possible. Bumper seams may be stitched together in few places but not entire length of seams, no added material, and NO Loading or plating the bumper. May add a 6"x6"x1/2" thick flat mounting plate welded to bumper to help tie into brackets.

2. Homemade bumper may be made of MAX 4"W x 6"H x ¼" mile steel square tubing. MUST be hollow. You should cap the ends with ¼" thick material welded on. Bumper can NOT go past the width of the fenders and must have square ends with no sharp points. You MAY weld a point onto the tubing in the center/middle of the front bumper no greater than 12" width and 4" depth and must have min ½" inspection hole. Point and tubing must be completely hollow.

3. ANY bumper must have 1" inspection hole in each end so that can see inside for inspection.

4. Bumpers (front and rear) may be no higher than 20" and no lower than 15" from the bottom of the bumper. Official's discretion.

5. Stock and homemade bumpers may be welded directly to the end of the frame rail with no added material. Can add a bracket to each frame rail.

6. OEM brackets front and rear, NO swapping front and rear brackets, for that year/make/model of vehicle are allowed to be welded in the OEM configuration and location. Bumper shocks may be collapsed and welded with no filler, and welded to the OEM brackets and the bumper. NO modifications to OEM brackets, if you cut it off it stay off.

7. Homemade brackets may be maximum 10"L x 4"W x ¼" thick flat plate or 10"L x 4"x2"x1/4" thick angle iron. Max length on any homemade bracket is 10". Homemade bracket may be mounted on any SINGLE exterior side of the frame rail (top, bottom, Inner or outer). You are NOT allowed to mount the bracket inside the frame rail. Can add a MAX 2" angle/corner gusset on the bracket up against the bumper to help secure it.

8. If factory bracket is used and relocated, it may be no longer than 10" total length and may only be mounted on and single exterior side of the frame rail, same as homemade brackets.

9. Can NOT use an OEM and homemade brackets together, it is one or the other.

10. NO part of the bumper may be connected or welded to the suspension or suspension parts.

11. Can run MAXIMUM 2 bumper straps up to the top of the rad support, 1 per side max. MAX 36" in length. MAX 2" wide and ¼" thick. Can use a chain in place of strap but single length max ½" chain by 36" length, welded at ends only and not allowed to weld links together.

Tires and Wheels

1. MAX 10 ply tires allowed. Any type. Wheel size no larger than 16" ring. Wheels must be factory auto style wheel ring, no custom made rings and NO solid steel plate for inner part of rim.

2. Universal bolt pattern centers are allowed to be welded in but must not exceed ½" past the bolt holes. Welded in with no filler rod or added material.

3. Valve stem protectors are allowed. They MUST be welded to rim securely to stay in place.

4. NO securing rim to tire or any form, must be just beaded up factory style. NO bead locks

5. Lug nuts may be maximum 1" in size.

6. AIR filled tires only. NO solid or foam filled tires allowed.

Engine and Transmission

1. Engine swaps are allowed. Engine setbacks are also allowed. Rear most spark plug may NOT pass the factory firewall location. Distributor must also stay in front of firewall position on engine with rear distributors.

2. **Absolutely NO engine cradles or protectors of any type**, unless noted. Use ONLY minimum material to create engine mount plates, max ¼" thick material. Can be welded to cross member and frame, but no extra gussets than required, anything deemed too much will be asked to cut. Engine mounts can be welded to the mounting plates or bolted. Can also use safety single chain on each side of motor, chains bolted or chained to frame with minimum required to secure them. NO rear mounts, the engine mount itself to be in factory position on motor. These mounting plates can NOT run under the motor and touch each other at all, MUST be separate for each side of motor. These plates should not be much larger than what is needed to attach mount.

3. Can build a lower pulley protector, but MUST only bolt to front of engine, can NOT tie into motor mounts or down side of motor at all, and cannot touch or be welded to frame whatsoever. Can only cover up to bolt height on pulleys and no more.

4. Distributor plates are allowed but CAN NOT be mounted to transmission mounting bolts. 10"x10" flat plate. Mounted to the intake and top of motor only. This plate also must remain in front of the firewall location.

5. NO header protectors and NO carburetor protectors.

6. You may cut out firewall behind motor and also the transmission tunnel to help installing the driveline. MUST cover these holes properly with heavy rubber or sheet metal.

7. **NO aftermarket derby engines to be used.** Aluminum intakes are allowed with carb adapter plates. LS motor swaps are allowed and they can have carb adapter intakes on them. Engines MUST use PUMP gas that is available in BC at a gas station.

8. Electric fuel pumps are allowed. MUST have a shut off/kill switch for fuel pumps. MUST also have a quick way to shut ignition off as well, master switch or normal switch. ALL switches MUST be installed in normal way. UP or RIGHT for ON, and the other way is off. This is so officials can turn off if required in emergency. MASTER power switch or any other toggle switch should be quick and easy to reach for the driver.

9. Transmission coolers are allowed. Can be attached to cage or the floor, not both. Cannot be bolted through frame at all either.

10. Homemade transmission cross members are allowed. 4”x2” maximum material. ONLY 1 cross member allowed. NO bolting or welding the cross member to the body or frame except for at each end location. Cross member may be no further forward than middle of the transmission oil pan. Cross member must be point-to-point straight line, with a tab to pick up factory style mount in middle.

11. NO transmission skid plates allowed. NO mid plates allowed. NO external reinforcing or bracing of transmission at all. May use homemade oil pan, with max ¼” thick material and can be no wider than pan bolts, but oil pan cannot connect to any other part of the transmission.

12. Aftermarket aluminum bell housings are allowed. Only bolted to engine and transmission is factory way. NO steel bell housings.

13. Slider drive shafts are allowed.

14. Aftermarket gas or brake pedals are allowed and can only be bolted/welded to sheet metal on floor and not attach to frame. Cable shifters are allowed and can be attached to cage or to the floor and not attach to frame in any way. Shifters are also allowed to be bolted directly to transmission but cannot be tied into frame or cage.

15. 03 and newer cars with aluminum factory cradles. These may NOT be wrapped or plated in steel or wire in any way. Mounted into car with the two factory mounting locations.