



**Competing Models** - Open to any cars with 107.1" wheelbase or less. No all wheel drives. 4 or 6 cylinder cars ONLY!!

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DRIVER ONLY in the demo derby portion. Option passenger in Fig 8 racing, must do doors the same.

#### **A. General Preparation**

1. All Glass must be removed. All loose glass must be cleaned out. **ALL GLASS OUT!**
2. Car exterior must be stripped of all molding, headlights, trim, taillights, 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, but will allow factory seatbelts to be used.
7. Seat can be OEM stock of any make/model car. Place a padded headrest on the upright behind the seat if the seat was not equipped with a headrest mandatory.
8. No fiberglass or plastic racing style seats will be allowed.
9. Rear seats in all cars and all decking in station wagons must be removed.
10. All cars must be painted. No dark colored cars without contrasting lettering scheme.

#### **B. Frames**

1. No welding, painting, buffing, oiling, or undercoating of frames. You will not be inspected or be allowed to compete.
2. Only body mount points can be bolted to frame. (ex: fuel tank, battery box, foot pedals can only be bolted to body or cage).
3. Front frame rails may be cut off no further than the front of the factory core support holes.
4. No pitch, tilt or tip.

#### **C. Bumpers and Bumper Brackets**

1. Stock Bumper or maximum of 4" x 4" x 3/16" box tubing allowed but must be open ended and straight. They can not extend more than 5" from the outside of the frame. No skinning or additional metal may be added to the tube except small plates to mount if needed. Tube bumpers must be painted to look more stock to the crowd. No truck bumpers.
2. Aluminum bumpers maybe secured with 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. Aluminum bumpers must also be secured with chain 3/8" to 1/2".
3. No Spikes or protruding items.
4. Bumper swaps are allowed but must be from a 107" or less wheelbase car. Bumper brackets and shocks must remain in stock location and stock to the car. A 3"x3/16" flat bar max strap may be added to each frame rail max 4" contact top and bottom of frame and attached to the bumper.
5. Front and rear bumpers may be welded solid. (I.e.-bumper to bumper shock, shock to bracket and bracket to frame). No extra metal. Bumper may not be welded to the body.
6. Bumper shock itself may be collapsed and welded. No added material.
7. You may weld the bumper directly to the frame without utilizing brackets or extra metal.
8. You may weld outer skin to inner structure of bumpers.
9. Bumpers may be welded directly to the end of the frame (hardnose). If doing this, you do not get any brackets or shocks. All must be removed. You may cap the end of the frame with 1/4" flat plate the size of the frame only 6"x6" max. Plate must remain flat. You may NOT relocate the core support in any way.
10. If factory brackets/shocks extend back further then 10" you may only still weld the first 10".
11. Rear bumper brackets must follow front bracket rules. Bumpers may be cut to keep them out of the tires.
12. Front bumper can be chained at two points with 3/8"-1/2" chain tight loop through the bumper up to hood pin to keep broken bumpers from falling off. Rear bumper can be done the same way to the trunk pins or trunk holes.

#### **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 (4) 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 two 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 1/4" 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 (4) 1" diameter (max) with 6" diameter 1/4" thick (max) washer. 2 of the 4 may go through the frame. No welding. The other 2 must be sheet metal to sheet metal only with maximum 6" diameter plates.
3. Chained: Maximum of (4) chains 3' maximum length
4. Welded: Maximum 6" welds at maximum 4 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.

## **H. Doors**

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

## **I. Cage and Door Bars**

1. You may use channel door bars. They must be a minimum of 6" wide 1/4" 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 3/4"-1" bolts. The ends of the side iron must be cut at a 45-degree angle. Minimum 1 bolt attaching to rear interior cross bar.
2. Can mount the door bars on inside or outside of car as part of the cage.

3. Dash bar to be 2" - 5" diameter 1/8 wall minimum tubing. Must go from window post to window post in the former position of the dashboard. May be welded in, but easier if bolted in place, 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.)
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 2" - 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. Cross bar can be welded into place, but best to bolt to door bar.
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. NOT attached to the frame in any way.
6. No kickers, angled or otherwise. NO cage components may be bolted or welded to the frame.
7. Cars can have 1 upright (vertical) post, upright must be located directly behind the driver 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 3/4" 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:
  - a. May not extend more than 6" onto the roof or firewall.
  - b. 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. 1/2"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 pedal and drivetrain brakes are allowed.

#### **N. Tires and Wheels**

1. Any DOT rated air tire. with No studs and lead weights MUST be removed.
2. Valve stem protectors allowed.
3. OEM rims only.

#### **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 Transmission coolers.
4. No Engine oil coolers.
5. No Anti-freeze in cooling system at all water only.

#### **P. Batteries**

1. Batteries must be re-located inside the cab. (Maximum 1 automotive type).
2. Your battery box must be securely fastened to the floor with minimum two 3/8" bolts and 2" washers or to the rear cross bar with minimum 4 bolts. Welding to Crossbar is allowed if weld quality is approved by tech. MUST cover the battery and have cover strapped or secured.
3. 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.
4. 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.
5. If mounted in rear it cannot be more than 15" from the back of the crossbar.

#### **Q. Fuel Delivery Systems**

1. Metal fuel tanks with maximum 6 gal capacity. Plastic fuel cell will be allowed if they are racing style cell. Fuel tanks should be covered with a splash/spark shield of some sort.
2. Original gas tanks must be removed from the car.

3. You must have the gas tank securely mounted with minimum three 3/8" bolts and 2" washers.
4. Gas tank must be bolted at least 8" from inner door panels.
5. It may not be bolted through the frame in any way, may NOT be used as a kicker of any kind.
6. 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.
7. Fuel vent hose must be secured through floor.
8. Gas tanks may be bolted to rear seat bar.
9. 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. Hydraulic hose highly recommended.
10. Automotive pump gas only, NO ALCOHOL.
11. Electric fuel pumps are allowed. They must an on/off switch clearly marked in large letters.
12. All lines must be double clamped.

### **R. Engines and Engine Mounting**

1. Any gas-powered 4 cylinder or 6-cylinder engine may be used in any car, NO V8 engines allowed.
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.
9. STACK PROTECTORS ARE NOT ALLOWED.

### **S. Distributor Protectors/Cradles**

1. Distributor protectors are only allowed on engines with distributors at the front or side of engine.
2. DP must be attached to engine or 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.

### **T. Transmissions**

1. Transmissions must be of passenger car origin.
2. Factory bell housings only.
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. OEM control arms front and rear.
4. OEM ball joints, tie rods, and spindles.
5. You may not remove the shocks and put pipe or all thread in their place.
6. You may not plate, reconfigure or re-enforce front A-arms.
7. Steering wheel to Steering gearbox may be modified.
8. OEM steering columns only.
9. Shock absorbers must be factory replacement for that year, make and model of car.
10. No truck shocks, no exotic shocks, no mystery shocks, no oversized shocks.
11. Air shock lines must be cut.
12. Rear coil springs can be hose clamped to rear axle.
13. Leaf Springs Specifics:
  - a. No homemade mounting plates or oversized U-bolts will be allowed.
  - b. No welding on the spring pack.
  - c. No flat stacking springs.
  - d. You may clamp leaf springs. 4 clamps per leaf 2"x 1/2" max clamp size, (2) 3/8" bolts per clamp.
  - e. Stock OEM spring pack to the car.

#### **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. 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 MAX PER FRAME SECTION.

**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. Do not come to the inspection line if you are not done preparing your car.
6. 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!
7. 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.
8. Hidden plating or reinforcing found by tech will disqualify the car from the competition.
9. 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. Driver must wear helmet, long sleeves, pants, boots, seat belt and eye protection at all times during competition.
3. 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).
4. Driver must make an AGGRESSIVE HIT every 90 seconds. Sandbagging will not be tolerated.
5. Officials may stop the event to give a Sandbagger 1 warning to start hitting aggressively. If continued the car will be disqualified.
6. Small car derby is a one run show with minimum one figure 8 race.
7. Team driving will not be tolerated.
8. **Driver to break stick** when the car is out of the competition. You must raise supplied flag if you are in need of help of any kind and we will stop the show.
9. 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.

10. Intentional or repeated unintentional use of your driver's door as a defense may result in disqualification.
11. You are allowed 1 fire. The second fire will be cause for disqualification.
12. Obey the Officials commands.
13. 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.
14. No Pin to wins allowed. Drivers must back off the competitor's car after 5 seconds. The last 2 cars may be stopped and pulled apart and restarted.
15. No hot rodding in the pits.
16. Keep professional at all times. No swearing or inappropriate sign language in the event.
17. No one under the influence of drugs or alcohol will be allowed in pits or arena.
18. No drugs or alcohol in the pits.
19. Cars lifted by jacks or equipment must have jack stands or blocks in place while anyone is working under the car.
20. If you have any issues with another driver or pit crew notify officials and they will correct the issue.
21. Disqualifications, fines, penalties or removal from event can be issued by Officials if any safety issues occur.

Contact Leroy or Lyle Williamson for any questions or concerns.

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