

Duchesne County Fair 2018

Powderpuff and Herby Derby Rules

No 73 or older Imperials, Lebaron's, Ambulances, Hearses, Sedagons or limousines allowed. Car must a 74 or newer.

80's and newer class: (GM 1977 or newer - Chrysler 1979 or newer - Ford 1978 - 1997)

No one under the age of 18 will be allowed to drive or be in the pits. All drivers and pit crew must have a form of ID for proof of age.

No Exceptions

Preregister with Clansy Winn at 435-823-3005.

For any questions on rules contact Zac Huggard at 435-671-8979

2018 Rule change

No 97 or newer Ford

2017 Rule changes

Loaded bumpers with homemade points within the regulations will be allowed. (refer to bumpers and bumper brackets for info)

COMPETITION AND INSPECTION:

A - Doors must have Large readable numbers and of contrasting colors to the car.

B - A maximum size of **30" x 30"** roof sign must be used. Must be positioned back far enough as to not hide the car's flag.

C - Roof Signs may not be positioned in such a way as to strengthen the car. Official's decision is final.

D - No Imperial sub frames.

E - All bodies must be mounted on stock OEM frames for that year and make of car on **non** 80's newer cars only. (80's and newer to 80's and newer frame to body swap only)

F - NO PAINTING, BUFFING, OILING OR UNDERCOATING OF FRAMES. THESE CARS WILL NOT BE INSPECTED OR ALLOWED TO COMPETE.

G - No obscene words or graphics on cars, this is a family event.

H - Any decorations used must be made out of cardboard or foam or removed before competing.

I - No zip screws, foam filler, or adhesive bonds or #9 wires may be used.

J - We reserve the right to re-inspect any car at any time before, during or after initial inspection. All cars are subject to a post race inspection before any prize money is awarded.

K - You may be asked to cut areas of question open before, during or after derby if needed.

L - Be advised that by participating in this event you and your car may be filmed. And that the use of your image, likeness, voice and actions for photo, video and print use for sales, marketing, TV and movie use is possible.

M - We encourage all feedback good and bad when presented in a professional and respectful manner. Please call or email your comments to us.

N - Drivers must remain in the vehicle with helmet (D.O.T. full face helmet), seatbelt and eye protection on until notified by an official that it is safe to exit the vehicle.

O - Driver's door hits are illegal. If the hit is deemed by TWO officials's to be careless or intentional, you may be disqualified; however, if you use your driver's door as a defense, we will not enforce this rule. If you use the door defense repeatedly you may be disqualified.

P - No Hot Roding in the pits. Keep it at an idle, you may be disqualified, THIS IS A SAFETY ISSUE FOR ALL.

Q - Any car deemed unsafe will be cause for disqualification.

R - There is a 2 fire rule in a heat. Upon the 2nd fire you will be out of the heat; however, your time will continue to run as if you were stuck. If you must be removed from your car for any reason, your time will run out accordingly.

S - You must make hit within the allotted time. Rocking back and forth is not considered a hit. (Officials have final discretion)

T - You must be under power and moving to be considered a hit.

U - No intentional hitting of a non-flagged car.

V - If a car is flipped or rolled over you will not be allowed to compete for the rest of that heat. Your time will continue as if you were stuck.

W - Any driver or pit crew caught tampering with another drivers car will be disqualified.

X - No pit crews will be allowed to enter the arena after a heat unless cleared by the officials.

Y - Drivers must wear at a minimum long pants, shirts and boots. Fire suits are preferred.

Z - Once you have been timed out you may not help another driver or move your car. If you do the driver you help will be disqualified.

AA - If a driver enters 2 cars, he must drive both cars in the heats. If both cars qualify he may choose which car he will drive, a designated second driver. (Must be noted at the start of the derby, sign appropriate waiver and attend the drivers meeting)

BB - **THERE IS NO ALCOHOL IN THE PITS.** This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.

CC - Any unsportsmanlike conduct will result in disqualification and/or removal from the arena.

DD - In the event of a tie, the money will be split and the trophy's flipped for.

EE - **All official calls are final!** There is **NO protest rule.** Any driver, pit crew or family members arguing with the officials or staff will result in that driver's disqualification and possible ejection. No calls will be overturned.

FF - Driver's doors seams will be marked with orange tape (provided by the promoter) to distinguish driver door hits.

INSPECTION PROCEDURES: (Official's decisions are final)

A - **All Cars must be in the inspection line no later than 6:30 pm. If you arrive later than this a \$50 penalty fee may be assessed or you may not be allowed to run.**

B - You will be given one (1) opportunity to correct items on your car.

C - Each car gets a maximum of 2 times thru inspection.

D - Cars may be impounded after inspection and staged in a secure location depending on the show.

E - If needed must be completely ready to bolt the hood down during inspection and then put the car in the staging area.

F - No further work will be allowed and cars will not be allowed to return to their trailers.

G - Do not come to the inspection line if you are not done preparing your car.

H - 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. With the exception of the frame, ANY FRAME WELDING OTHER THAN WHAT IS SPECIFIED, YOU WILL NOT BE ALLOWED TO FIX & YOU MAY BE DQ'D.

Iron and 80's, Mini's class RULES

Any questions, CALL FIRST. Don't assume anything. No matter how you may interpret the rules.

Official's decision on all rules and safety are final!

WE ARE PRIVILEGED TO USE THESE FACILITIES!

PLEASE TAKE EXTRA CARE IN STRIPPING YOUR VEHICLES!

1 - GENERAL PREPARATION:

A - All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the trunk or doors. Rear seats in all cars must be removed.

- B - All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc.
- C - Driver door must be padded on the inside.
- D - Front seats must be securely bolted to the floor; however, these bolts may NOT go thru the frame! You must have a functioning seat belt. Seats must be mounted within 5 inches of original FRONT seat bolts.
- E - All flammable materials must be removed from the car other than safety padding and the driver's seat.
- F - No adding weight to the vehicle, no packing, stuffing of frames, trunks, passenger doors or under floor decking.
- G - All trailer hitches must be removed.

2 - CAGES & DOOR BARS: SEE Diagram last page

- A - A Single bar 4pt cage system only may be used. No double bars with the exception of the driver's door.
- B - You may use channel or tubing/pipe up to 6" O.D. for Dash & Rear Seat bars. Side bars can be up to 10" tall x 6" wide channel or tubing. All bars must be straight.
- C - Seat bar must be no further than 8" behind the seat.
- D - Side door bars may not go past the front dash bar.
- E - Interior door bars may not be more than 14" behind the seat.
- F - Dash bar must be a minimum of 6" away from the center of the firewall.
- G - End plates are mandatory with a max of 10"x10", up to 3/8" thick.
- H - You are allowed a gas tank and tranny cooler protector; these may not be attached to anything other than the back seat bar. On the gas tank/tranny protection side bars, they must be 6" away from any side and inner fender well sheet metal. Rear bar cannot extend beyond the side bars or be closer than 4" from the back seat sheet metal. All interior sheet metal must remain in stock position, unless removed completely.
- I - You may add 2 VERTICAL down bars on the rear seat bar only, welded to your door bar and to the floor sheet metal. These bars may not attach to or conceal a body mount.
- J - No kickers, angled or otherwise. NO cage components may be welded to the frame.
- K - All cage components must be a minimum of 6" off of any floor pan sheet metal or body mount elevation, and 4" off of tranny tunnel sheet metal.
- L - All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's side. The driver's door bar MAY be inside the door structure or on the outside of the driver's door only to allow more room for driver's safety.
- M - Drivers door, you may weld a plate Maximum 10" wide across the door for protection, not to exceed 6" beyond the exterior drivers door seams. These plates must be in the center of the door and run horizontally.

3 - HALO OR ROLLOVER BARS:

- A - You **MUST** add a halo bar or an upright post to the cage components listed above. It may not exceed 4" O.D. The cross bar must bolt to the roof in two locations.
- B - Halo bars must be in a direct vertical line with the seat bar. They must be vertical.
- C - Upright post must have a plate (max 10" x 10") attached to the roof, welded or bolted in.
- D - Upright post must be mounted vertically and in such away it will not bend. (Ex. Gusseted)

4 - TRUNK LIDS and HOODS:

- A - Trunk lids and hoods must remain 50% in the stock location. The trunk lid must remain on hinges. Wagon tailgates will be treated as a trunk.
- B - You may fasten either in *ONE OF THE FOLLOWING* 3 ways:
 - 1 - You may fully weld the exterior original trunk lid and hood seam with a max 2" x 1/4" strap max or 1/2" rolled rod or rebar. Hood seam on dash side may be welded to the cowl also.
 - 2 - You may use two 8" long X 2"x 2" wide pieces of angle back to back, one welded to the hood/trunk lid the other to the body, these are to be bolted to each other with two 1/2" inch bolts. You may have 8 of these.
 - 3- You may use 8 bolts up to 1"thick by 6" long using a 3 inch washer per hood and trunk, Washers, bolts and nuts may not be welded to any structure.
- C - There must be 12" minimum inspection hole in the trunk, and minimum 15" cutout for fire in the hood (see cut out rule).
- D - Hood sheet metal may be rolled around itself.

- E - Hoods may not be welded to the bumper.
- F - Trunk lid seams must be clearly visible and accessible, do not pound over.
- G - Your trunk lid may be V'ed in the center but must be at least 12 inches off trunk floor body mount elevation.
- H - Rear quarters and sheet metal / tail light valance above the rear bumper must remain vertical.
- I - No created seams on hoods trunks or body may be welded.

5 - DOORS:

- A - Door seams must be welded using rolled rod no bigger than 1/2" or flat strap no bigger than 2" wide by 1/4" thick.
- B - You may smash the inner and outer skin together of the window opening and weld them solid, you may use the same filler as in welding the door seams but no longer than the window openings.
- C - Drivers door and drivers side of front windshield may have window fabric netting or chicken wire type material for driver's safety. NO other windows may have netting.

6 - WINDOWS:

- A - You must have 1 window bar in the front. You are allowed up to 2 front & 2 rear window bars or 3/8" chain.
- B - Bars may not be bigger than 2" by 2" x 1/4" x 34" long.
- C - Bars may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" by 4" by 1/4" angle or plate.
- D - No wiring or chaining of any window openings.
- E - Window bars **MAY NOT** be attached to the halo bar or any cage components.

7 - BOLTING:

- A - In the hood you are allowed 2 bolts not to exceed 1 inch in diameter to be placed thru the hood, front core support and frame by *ONE OF THE FOLLOWING* 3 ways:
 - 1 - The bolt may go thru the frame as stated in the rules.
 - 2 - You may weld a nut to the top of the frame (or shock tube if on top of the frame) and the bolt may be screwed into that.
 - 3 - You may weld the bolt to the side of the frame only up to 4 inches. It may not be welded to the bracket, shock, core support or anything else but the frame.
- B - You may only weld the washers on the top outside of the hood and trunk lid.
- C - In the trunk you are allowed 2 bolts not to exceed 1 inch in diameter to be placed thru the trunk lid, trunk pan and frame. They may be double nutted and you may not use washers bigger than 3 inches. If the 2 bolts attach to the frame the two stock trunk body mounts must be removed.
- D - Bolts may not be "U"d except in wagons, in which case it may be bent up to a 90 deg, going thru the tail gate.

8 - FRAMES:

- A - NO FRAME WELDING OTHER THAN WHAT IS SPECIFIED.** (YOU MAY NOT BE ALLOWED TO FIX & YOU MAY BE DQ'D)
- B - NO frame welding allowed, other than what is described in the **bumper/bumper bracket, frame/body bolting and Engine** rule.
- C - No plating, shaping, stuffing, dowel pinning of the frame, heat treating or foam filling of frames is allowed. **Do NOT** paint or undercoat your frame or you will not be inspected.
- D - You may weld your motor mounts to the factory engine cradle, not to the frame rails.
- E - Front edge of frame **MUST** be 1" in front of the bottom most front edge of the core support. (see core support rule)
- F - Rear bumper frame rails may not be shortened.
- G - You may notch the frame for minimal pre-bending, but do NOT weld the cut.
- H - You may chain your axle to the frame hump with one wrap, it may not be welded.
- I - K frame Mopars are allowed to wrap K frame to the frame in front of the A-arm with two wraps of chain around the frame only.
- J - Top seam of frame rails from a-arm forward may weld one seam with one pass, 1/4" wide.
*******For 80's and newer cars*******
- K - You may pitch, tilt or tip 80's and newer style cars by *ONE OF THE FOLLOWING* 2 ways:
 - 1 - You may cold pitch, no added metal.

2 - You may cut the crush box flaps and pull the front end down moving the flap ½ inch and re-weld, no added metal. Weld may be no more than factory size.

L - You may add a spacer between the frame and core support. (Spacer cannot be welded to the core support or frame. 2" O.D.)

M - You are allowed 1 plate 14" x 5" by ¼" thick per frame rail on the rear axle hump.

N - If converting from coil to leaf you may not plate the humps.

9 - BODY BOLTS:

A - All factory cones and body pucks and washers must remain stock material & thickness & in stock location, except for two front radiator core support body bushings.

B - No nuts and washers may be placed on the bolts with the exception of a rusted out body nut, if rusted out you may use up to a ½" bolt you may use a nut & washer on top, washer not to exceed 2"

C - You may add 2 body mounts in the position of your choice from the fire wall to the rear bumper. Using up to 1/2" bolts, maximum 8" length with max. 2 ½" washers may be used. They must be painted for easy viewing.

D - If your station wagon came with the body bolts in the humps, these are your 2 additional mounts. You will NOT be allowed to add more mounts.

E - If you decide to bolt your coil springs in place thru the frame and the rear package tray, these will count as your added mounts.

F - Wagons are NOT permitted to run any bolts thru the pillars or roof.

*******For 80's and newer cars*******

G - Body mounts may be removed and bolts replaced with up to a ½" x 6" bolt with a max 2.5" washer and nut.

10 - RADIATORS, RADIATOR SUPPORTS:

A - Only OEM style passenger car radiators may be used. Aluminum racing radiators of the same style may be used.

B - Radiator must be attached to the core support only.

C - Radiators may be mounted in such away to hold the radiator in place, not strengthening the core support. No added metal may be used to mount the radiator. If welding radiator in place you may use four 1" welds, one per corner.

D - You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed).

E - If the arena allows, engine coolants may be used, call promoter for approval.

F - Radiator loops may be used.

G - Radiator supports must remain in the stock location and position, vertically and horizontally. Stock mounting holes/spot welds in the core support and frame must line up.

H - Radiator core support seam welding is NOT allowed.

I - Upper radiator supports may be welded to the hood using 6" of weld using a 3/8th inch rod only.

J - Radiator supports may not be welded to the frame, bumper brackets, bumpers or anything else.

K - If when the body mount is located in front of the core, that body mount may be removed, but the original bolt or new bolt of same size must be used.

L - If using a condenser to protect your radiator, it may be tie wired or factory bolted to the core support only.

M - Radiator fin area only may be SLEEVED with a light piece of expanded metal. It may only be attached to the radiator, not the core support.

11 - BUMPERS, BUMPER BRACKETS:

A - One of the following bumper options may be used:

1 - Stock O.E.M. bumpers off of passenger cars may be used.

2 - A **Maximum** 5" by 5" by 3/16th thick O.D. SQUARE tube may be used, ends may be capped, and cannot extend more than 10" from the outside of the frame. No skinning of square tube.

Small plates may be added to mount if needed. Bumper may be loaded and have a homemade point that extends a **maximum** of 8" off the square tube and a **minimum** of 35" wide with a **minimum** of 3" face in the center.(see diagram below)

B - Bumpers may be cut. Chrome may be welded to the inner bumper box.

- C - Bumpers may be flipped.
- D - Bumpers may be welded to the brackets and the frame only.
- E - Only one bumper bracket per frame rail is allowed and front bracket can be welded and/or bolted no more than 18 inches from the front of the frame. This applies to the rear bumper bracket as well.
- F - If swapping bumper and brackets: **(The following rules must be followed)**
 - 1 - You may only use the factory O.E.M. mounting hardware that was on the car originally or one style of car bracket hardware and car bumper. All other hardware must be removed. (Ex. Chrysler bracket with GM bumper on a Ford is allowed)
 - 2 - Shock tube will be considered the bracket if disassembled from the mounting hardware. If this is done Bumpers may be welded to the Shock tube and the frame only.
 - 3 - Mounting brackets may not be attached to the Cordoba type sub or k-frame in any way.
- G - You may use in place of shock tubes, pipe or tubing up to 3" O.D., 3/16" max wall thickness. And must be open ended on the A-arm side of the tube.
- H - Shock tubes or pipe can be no longer than 18" including any hardware.
- I - If putting shock tubes/pipes inside of the frame, a 1/2" hole must be placed on top or on the outside of the frame rail 19" from front of the frame if no stock frame hole is available to see the end of the tube/pipe, nothing may go past this point inside of the frame.
- J - Compression bumper shock tubes may be compressed and welded.
- K - Bumpers may only use weld or small 3/8" type fill for gaps to attach.
- L - No chrome may be welded to the body on compression beam bumpers, whether it is using the mounting hardware or not. This includes square tube bumpers. Non compression bumpers may weld ORIGINAL bumpers to the body.
- M - No welding of any kind other than what is specified and straps (see Bumper Strapping) is allowed on the bumper.

12 - BUMPER STRAPPING:

- A - You may have 2 Front and 2 rear bumper straps that can be no larger than 36" x 2" x 1/4" thick. Up to 8" may be welded to the body and the bumper.
- B - If using an aluminum beam bumper you may weld your front straps around and to the bottom of the frame or bumper brackets. No more than 3" of strap may be welded or connected to the frame.
- C - If using **FRAME/BODY** bolts. Straps may have a hole burned thru it and be placed over the bolt.
- D - You may also use 3/8" chain in place of strapping to secure your bumpers. Only two chains per bumper may be used. It may loop thru the hood or trunk. Using only two wraps and may not be welded at any point.
- E - If using a chain you may weld a washer no larger than 3" to the top of the hood to run the chain thru to prevent tearing.

13 - CUTOUTS AND WHEEL WELLS:

- A - Only bolts no bigger than 3/8" by 3" long, may be used around any hood cut out openings. These must be spaced 12" apart. Maximum of 3 cut outs in the hood are allowed. Maximum washer size is 1.5" diameter. Cutouts may be for header clearance, air breather clearance or radiator fill opening only. These bolts may NOT be installed in any area other than the immediate perimeter of the cut out.
- B - Bolts cannot be any further than 3" from edge of cutout.
- C - Bolts may only go thru the hood material.
- D - NO welding of cut outs is allowed.
- E - If Hood is welded you must have a minimum of a 30" by 30" opening for inspection, if your hood cut out is smaller than 30", your hood must be off for inspection.
- F - Wheel wells may be cut out or rolled up for tire clearance.
- G - You may have up to 3 - 3/8" by 3" inch long bolts and 1.5" washers per each wheel opening. These must be located above the tire on exterior fender.
- H - Front fender metal in front of the tire may be cut off or bent up to the inner structure and bolted vertically with three 3" X 3/8" bolts and 1.5" washers.

14 - SKID PLATES:

- A - Skid plates are allowed. They must be separate plates for the oil pan and the transmission pan.

- B - NO full-length skid plates.
- C - NO bolting or welding the skid plate to the frame.
- D - If skid plate is determined to strengthen the car it will be disqualified.

15 - ENGINES:

- A - Any engine may be used in any car, but it must be mounted within 5" of the original motor.
- B - No engine mid-plates or metal plates of any kind are allowed in or around the bell housing/motor or firewall.
- C - Holes bigger than 10" by 10" in the firewall must be covered with tin or heavy rubber.
- D - Holes may be cut in the floor & firewall to accommodate the battery cables, shifter, fuel lines, and transmission lines.
- E - If using stock motor mounts (ex; cups and pads):
 - 1 - You may weld a gusset or chain the motor from the motor mounts to the factory engine frame cradle only.
 - 2 - Two additional motor tie downs may be used. No more than one fastener on each side of the motor may be used. If straps are used they may only be welded to 3 inches per side on the frame. That section that is welded to the frame may not be any thicker than ¼ inch x 2" x 2" angle, and must be located within the A-arm foot print and be no more than three inches at its furthers point in the front of the A- arm. Official's discretion!
 - 3 - You may also attach a 3/8" chain from the rear of the block to go around the dash bar to keep the motor from going forward.
- F - After market gas and brake pedals are allowed, if not mounted to the firewall, they must be mounted in such a way that it is safe but does not strengthen the floor.
- G - No engine oil coolers are allowed.
- H - You must have an air cleaner over the carburetor at all times.
- I - No starting fluid is allowed.

16 - DISTRIBUTOR PROTECTORS/CRADLES:

- A - No Distributor protectors allowed! At All!!!
- B - Lower engine mounting cradles/saddles with crank protectors are allowed. Cradle/saddle may not extend beyond 2" of the end of the block.
- C - Crank protector may only cover lower half of the crank, and not be more than 2" past the front of the crank from the farthest outside edge of the crank protector.
- D - Cradles may be fastened to the factory engine frame cross member only. No part of the cradle may be attached to or touch the frame rails. If after the race the cradle is touching the frame, it will be the official's call to determine whether it added structural strength to the car. If it is determined to have done this, the car may be disqualified.
- E - If using a Lower engine mounting cradles/saddles, no motor tie downs may be used.

17 - TRANSMISSIONS / PROTECTORS:

- A - Transmission coolers may be used, but they must be secured in such a way to prevent injury.
- B - Metal, high pressure or braided lines must be used. No fuel or low-pressure lines may be used.
- C - Coolers must be secured in a container in the passenger compartment or behind the seat of the car.
- D - A 3 bar transmission protector is allowed(with no cross plating) and may not exceed the bell housing shape by more than 2 inches and/or an Ultra Type bell may be used. May only be attached to the transmission and may not be in or come in contact with the frame rails.
- E - If you run a tranny protector, Steel bell housing or Steel Tail Shaft it may only be attached to the cross member with a stock OEM rubber mount or chained down.
- F - If using either a tranny protector and/or an Ultra Bell, you MUST use a 2" x 2" O.D. square tube ¼" wall max thickness cross member. Cross member must have one 1/2" inspection hole within one foot of center on the side or bottom.
- G - New transmission cross members must be within 5" of original mounts.
- H - Cadillac factory frame extensions used for transmission may not touch or be attached to the new cross member. Frame extensions and the cross member may not be modified or lengthened in any way to accommodate pinning of the frame.
- I - Tranny Protectors may REST on the transmission cross member no more than 5 inches in the center of the cross member, but may not be attached in any way to the cross member.

J - Slider drivelines are allowed and a driveline brake is permitted.

18 - SUSPENSION / COIL SPRINGS:

A - No coil to leaf or leaf to coil spring conversions on pre 80's non metric cars.

B - You may change coil springs.

C - You may weld, bolt or chain down your A arms. You are allowed either one 1" x 3" by 1/4" straps on each side of the A-arm, **OR** one chain **OR** one bolt per frame rail side. Do not weld entire A arm down, if you are in excess of this rule, you may not run!

D - Upper and lower front control arms may NOT be reinforced.

E - Ball joints, spindles, drag link, pitman arms, gear boxes, upper front control arms: may only be swapped with any make model of a factory car type and strength parts. All parts must bolt only to factory attachment points for that car, example: you may not cut and fabricate your own mounts.

F - No front suspension or steering may be reinforced with the exception of shortening a Tie rod in which case you may use no more than a 5" pipe sleeve or 5" x 1"x 1" angle to reassemble.

G - After market steering columns allowed.

*****For 80's and newer cars*****

H - Coil to leaf spring swaps are allowed. (See Leaf Spring rules)

I - You may use the ZTR type rear end coil spring conversion kit but:

1 - Upper Brackets may be no thicker than 3/8" and no wider than 6" x 6".

2 - Lower Brackets may be no thicker than 3/8" wall x 3" X 4" long.

3 - All upper and lower Trailing arms must start with factory trailing arms and may be reinforced and must have original rubber bushings in place.

4 -Lower trailing arm must be mounted on frame within the original stock WATTS lower trailing arm bracket hole.

*****For 03 and newer Fords*****

J - Aluminum cradle may be swapped with stock 79-02 Ford OEM cradle by *ONE OF THE FOLLOWING* 2 ways

1 - Welded in with 12" per side of total welds in factory location.

2 - Bolt in using the 4 original cradle bolts. You can use bent steel or angle no longer than 14" from front to back welded to the outside of a Stock OEM steel cradle. This option cannot be welded to the frame and may not connect any of the steering components together other than where the control arms bolt on.

K - The cradle must have the stock bracket for the lower control arms front mount to bolt on.

L - A 4"x12" bracket may be bolted to the frame using the stock 3 bolts to build a hanger to hold the rear mount of the lower control arm. This bracket may not be welded to the frame at all. It may not be used in any way to strengthen the frame or steering in any way.

M - Upper control arms, spindles & steering must still be of OEM parts and bolt on using the same method as the aluminum parts.

19 - LEAF SPRINGS:

A- 9 leaf maximum, 5/16 " max thickness, 2 1/2" wide maximum, or if using ANY thicker leaf spring maximum 3/8" thick you may only have a 5 leaf pack, leafs must be of factory auto or light truck origin.

B - Top leaf must be mounted to either the shackle in the original position or within 3" of the original shackle frame bolt hole if hard mounting to the frame use two pieces of flat stock to replicate a shackle.

C - 2" Stagger – each leaf below the main must be 4" shorter than the previous leaf spring. This will give you a 2" stagger on each end of each leaf.

D - 2nd spring under the main is to start no longer than inside of curved eye socket of main leaf.

E - 4 clamps per leaf spring, 2 in front of the axle, 2 behind the axle. This includes factory clamps.

F - Clamp material 1/4" thick, 3" wide, 2 – 3/8" bolts per clamp.

G - No welding of the leaf springs on the spring pack.

H - No flat sprung cars - leaf pack must have a minimum of a 2" arch.

I - No duct taping of springs prior to inspection.

J - Nothing on top of the main leaf spring.

*****For 80's and newer cars*****

K - 54" minimum spring length measured from eye bolt to eye bolt when modifying leaf springs. No flat sprung cars - leaf pack must have a minimum of a 2" arch.

L - You may reverse stack your leaf springs but All leaf spring rules still apply.

20 - REAR ENDS:

- A - 8 lug light truck axles will be allowed.
- B - Any 5 lug rear end may be used.
- C - You may use any type of rear end (Ford / Mopar / GM / Hybrid).
- D - No part of rear end may strengthen the car's frame or body in any way.
- E - You may tilt the rear end by lengthening or shortening the trailing arms. Trailing arms must be of passenger car origin and must operate. Trailing arms may be reinforced but must be OEM origin.
- F - Braces are allowed, but they may serve no purpose other than to strengthen the rear end housing.

21 - TIRES & BRAKES:

- A - No split rims or Duals
- B - Rims: No bead locks. No homemade wheels! 3/8" thick wheels centers are allowed.
- C - Valve stem protectors allowed. Wheel weights must be removed.
- D - All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
- E - You may not change tires after inspection without officials consent.

22 - FUEL DELIVERY SYSTEMS: A - **ONLY** Metal Marine type tank, metal fuel tank or derby type metal fuel tank may be used.

- B - 6 gallon max tank may be used.
- C - Original gas tanks must be removed from the car.
- D - You must have the gas tank securely mounted behind the driver's seat with bolts, metal straps or chain. No seat belts or pull tie straps may be used.
- E - Fuel lines must run inside the car, not under the car along the frame. Fuel line must be inside a protective line with in the engine compartment.

*****IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO INSPECTORS ATTENTION AT TECH*****

- F - Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint. An "E" will be attached rear pillar during Tech to Identify the Electric Fuel Pump.
- G - Automotive pump gas only, **NO ALCOHOL TYPE FUEL MAY BE USED!**

23 - BATTERIES:

- A - Only one battery of any type may be used.
- B - The battery must be secured inside the car and covered, unless you are using a gel cell battery.
- C - Battery box must be made out of metal! It must be bolted to the floor; bolts may not go thru or around the frame. Seat belts or pull type tie downs may not be used.
- D - Rusted out holes in your floor sheet metal must be patched (with sheet metal only) where components are mounted for driver's safety. You may not patch clean and solid floors.
- E - All body mounts must be visible.

24 - OTHER:

- A - Body creasing, enhancing of existing bodylines and addition of body lines is allowed to the sides of the car only. Do not fold the metal over to create a doubled effect; any spot with 4 layers of sheet metal will be torched out completely, with the exception of fender wheel cut out and hood rolling. (see **CUTOUTS AND WHEEL WELLS**)
- B - No created seams on hoods, trunks, or body may be welded.
- C - No doubling of body panels allowed. No added metal allowed!
- D - Cars with 2 piece fenders may weld 1/2 of the exterior seam only. No filler may be used.
- E - No inner seam welding other than the front firewall floor seam, no filler may be used.
- F - Inner panels of a wagon may be secured by four 4" welds per panel seam, and a 15" inspection hole must be made for inspection.
- G - No other seam welding other than what has been specified.
- H - Body rust may be repaired by welding sheet metal of the same thickness covering only the area in disrepair. Take before pictures and bring with you.

25 – Herby Derby (All above rules apply):

- A - A maximum 108 inch wheel base wheel base must remain stock no shortening of frame or moving of axles to meet rule

B - Maximum of 6 cylinder engine may be ran.

PRE-RUN/FEATURE/GRUDGE MATCH (CONSI) CAR

PREPARATION: The following rules apply to previously run derby cars only, not fresh cars that have been wrecked. The intention of these rules is to help you make your pre-run car competitive with fresh cars. The idea is to repair damaged areas only and return the car to as close to “stock” condition as possible. This is not an opportunity to plate or reinforce your car! If we feel that you have pushed the limits of these guidelines, you will not be able to compete! Inspection officials will use discretion and all decisions will be final. Call and ask before you fix something that is not outlined in this section. Absolutely **NO ADDED METAL** other than what is specified below!

A - Frame repairs on pre-run cars are allowed to repair OBVIOUSLY damaged areas of the frame using eight total 6” by 4” max ¼” thick plates. 4 per frame rail may be used; of which, 2 may be used in front of transmission cross member and two may be used behind the transmission cross member.

B - Plates may be bent and cut but excess may not be used elsewhere

C - Plates and weld must be separated by 1”

D - No other frame welding will be allowed! **All other repairs made to the frame will be removed.**

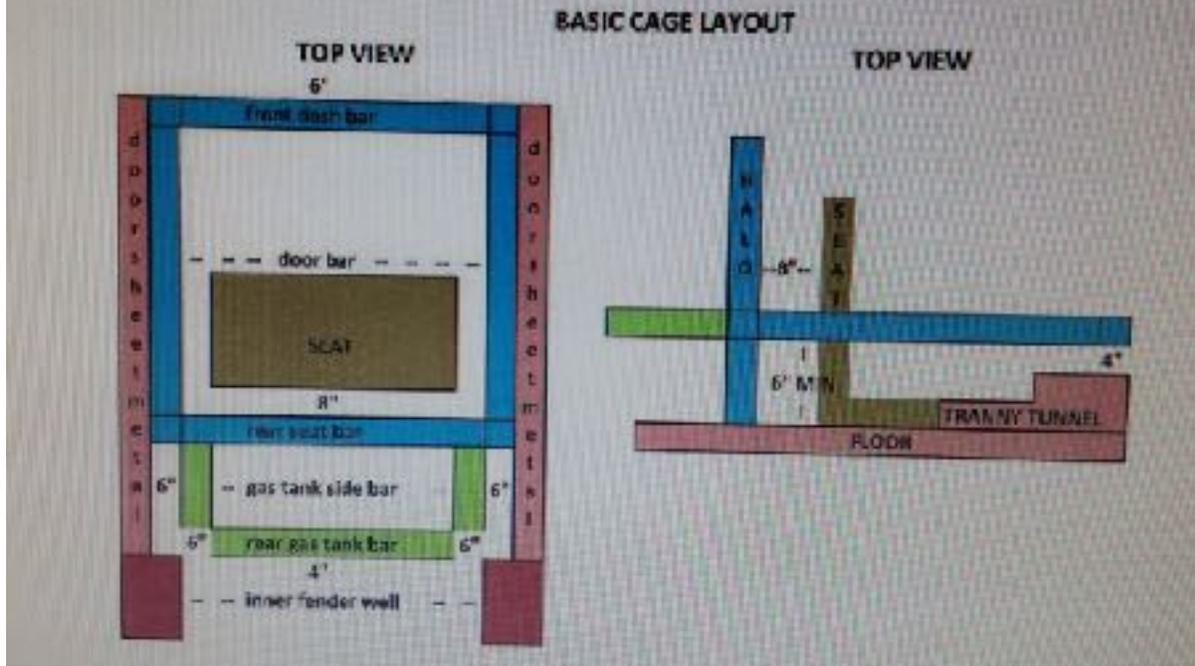
E - You may patch any hole in the doors or floor of the car for SAFETY only. You must use sheet metal only. And your patch may be only 2” larger than the hole you are patching.

F - You may reinforce damaged steering components on pre run cars only using one piece of 1”by 1” by 1/8” angle, but you must use factory type and strength parts.

G - No replacing of sheet metal components prior to the grudge or the feature. Except for safety purposes. (ex. Torn open door)

SAMPLE CAGE BUILD:

Sample Cage Layout



Bumper point

