

## **GENERAL DERBY CAR RULES**

1. All drivers must fill out registration and release.
2. All drivers must be 18 years of age.
3. There is a \$250.00 protest fee, this can be by drivers only, they have 3 minutes from the time the heat is over, to protest.
4. Any drivers, pit crew, family member, girlfriend, etc., Who fights or argues with any official will cause the driver and the car to be disqualified and escorted off fairgrounds.
5. The top 3 cars from each heat will be re-inspected before they receive their money. In the event there is an illegal car, the money will go to the next in line.
6. No foul language will be tolerated. Any driver using foul language will be disqualified and forfeit any prize money.
7. All drivers must attend the drivers meeting at 6:30 sharp.
8. Inspection is from 3pm to 5pm. All cars arriving after 5 pm are subject to a \$100.00 entry fee, no cars will be accepted after 6pm. No exceptions.
9. All cars that fail inspection will be charged \$35.00
10. No alcohol or drugs will be allowed, cars will be checked upon arrival. Anyone in possession will be arrested.
11. Officials have the right to reject any driver or car at their discretion.
12. Follow all rules, there are no gray areas, if questions please call before the derby for clarification.
13. All cars must be removed before midnight, or they become the possession of fair board.
14. No swapping of drivers or cars.
15. If driver's doors come open, they are automatically disqualified.

## **DERBY TRACK RULES**

1. No hot rodding in pits, idle speed ONLY.
2. Must wear a seat belt and have DOT approved helmet
3. Any driver moving after whistle will be disqualified.
4. Drivers have 90 second time limit to make an aggressive hit.
5. Intentional driver door hits will not be tolerated and calls for automatic disqualification.
6. No using driver's doors as weapons.
7. Any car that catches fire and requires attention that stops the derby for a second time will be disqualified from the heat.
8. Double-teaming - you will be warned the 1st time, and disqualified the second time.
9. Sandbagging - you will be warned the 1st time and disqualified the second time.
10. No head-on collisions, with the exception of the last three cars in the heat.
11. Once you are out of the car and on the track, you MUST stand behind the fence.
12. Only the officials are allowed on the track at any time.

## **ALL CAR DERBY RULES**

1. All glass, most of the interior, any sharp or protruding objects must be removed.
2. All original gas tanks must be removed and the new tank must be secured firmly inside and covered unless in between axles on small cars only.
3. No more than 15 gallons of gas allowed and it must be a boat tank or DOT approved tank.
4. Battery must be relocated, secured, and covered inside. Only one battery allowed.
5. A 18" hole must be cut in the hood.
6. Any leaking fuel will result in automatic disqualification.
7. Radiators must remain in their original location or removed completely.
8. All vehicles must be swept clean, both driver's compartment and trunk, no spare tires, broken glass, or trash allowed in the vehicle.
9. Must have a 15"15 number on the vehicle.
10. All vehicles must be able to open the hood and trunk.
11. Windshield bar is mandatory, this can be done with #9 wire

## **Front Wheel Drive and V8 Stock Derby Rules**

1. Stock OEM 1980 or newer, unless specified.
2. Must remove all air bags, windows, windshield, trim, plastic bumpers, grills, and lights.
3. Wheels must be original to the vehicle, tires must be street tread, no mud grips, 2 ply max, must be radial no biasply, also no inner tubes. No doubles.
4. Hood and trunk must be open for inspection and can be tied in 6 places with #9 wire after inspection. Hood must have a 12 inch or larger hole for Fire Department access.
5. Battery must be tied down and secure in the passenger floor seat area, fuel tank must be mounted and secure in the rear seat area. Batteries and gas tanks must be secured with absolutely no movement. 1 automotive battery.
6. Doors can be tied shut with #9 wire in up to 6 places, no limit on duct tape in window openings. Door must not open during the derby.
7. The only welding allowed is on the seat bar, the seat bar must be secured and safely mounted behind the seat and attached to the door post with no more than 6x6 plate and the post must not be any larger than 4 inch diameter. Seat bar is for driver protection only, no cages allowed.
8. No welding bumpers or bumper mounts. OEM bumpers must mount exactly as they did from the factory. No modifications to shocks or mounts allowed. #9 wire is allowed and recommended on bumpers.
9. All motors and drivetrains and fuel systems must be OEM stock to vehicle. Absolutely no aftermarket parts or exhaust. No modifications to suspension, no changing tire size to modify bumper height.
10. No aftermarket parts period. No welding or modifications to body's or frames, no pre-bending body's or frames.
11. This is back to basics stock classes. If you spend more than one weekend building it might be overbuilt. Example: The car should be just like your grandma drove it off the showroom floor.
12. Most important: CALL BEFORE YOU BUILD! Some rules may change before the show. Officials' decisions are final.

## **Modified Class Derby Rules**

1. Any automobile 1980-2002 (NO 2003 and newer allowed)
2. Any engine and transmission in any vehicle. You may cut firewall but leave the tunnel above the transmission and driveshaft (dangerous areas)
3. Engine can have ½ cradle max with front plate and pulley pro. You may run a mid plate to accommodate a steel bell.
4. Engine mounts can be aftermarket, ZTR, and Brian's Machine Shop Style, but it must have a polyurethane style mount.
5. No engine chains anywhere.
6. You may run a steel bell and steel tail but NO BRACES. No pan plates and nothing more than a steel bell. Rubber mount, ratchet strap or a wire at the crossmember
7. Any rear end. It can be braced but CANNOT reinforce the body or frame in any way. All protection must be 6 inches away from the body or frame rail.
8. You may run a slip shaft
9. Any wheel and tire combination.
10. You may shorten a Lincoln or Mercury to the same specs as a Crown Victoria. DO NOT MOVE THE EYE!
11. You may have a 10 inch long 2x2 bumper shock. It must be inside the frame and can only be welded through the factory holes and no more. No added holes, abuse this rule and you will lose the shock. In the rear you may alter the shock to get bumper height or angle. 2x2 round or square material. If you choose to run a factory shock it can be no longer than 10 inches.
12. You may cut the flaps at the boxes only to pitch the car, a single bead of weld no bigger than ½ of weld. NO ADDED METAL!
13. For ride height you may use 1 piece of 2x2 ¼ plate on each side of the front arm and weld it (ride height only) or you can use twist in style spacers. DO NOT RUN ALL THREAD IN THE FRONT. For the back you will be allowed a solid all thread shock that can go through the package tray only. This cannot be used to bolt the body down.
14. Crossmembers must remain stock or a piece of 2x2 square tubing. 4 inch pieces of angle iron welded to the side of the frame for crossmember mount. Bolt the crossmember in. New mount cannot be added in front of the factory mount.
15. You may run a BOP adapter.
16. You may run a distributor clamp.
17. Any style tie rod or plated tie rods
18. Sway bars must remain stock on the frame but can be bolted solid to lower A arm. (NO ADDED METAL)
19. You may put square body A arms on bubble style cars. Factory style ball joints , no screw in style or pin replacement style. Go to an auto parts store and buy a new one for a 80-91 Vic and drop it in if needed.
20. You may run an aftermarket steering column.
21. Trans coolers & oil coolers are ok but cannot strengthen the body or frame.
22. Any shifter, gas pedal, brake pedal, and batteries mounted in the pass side compartment. None of these can strengthen the body and frame as well.

23. You may have a floating 4 bar cage. Front and rear bars no longer than 3x3, and door bars no bigger than 2x6. Door bars can go from the firewall and must stop 8 inches before the back door seam. Roll bar must go straight up. Gussets are to be no longer than 8 inches and all bars must be 6 inches away from any sheet metal, transmission or floor pan.
24. You may have a 28" wide gas tank protector 3x3 max tubing. It cannot be bolted or welded to any sheet metal at all. This should come directly off the rear bar, straight back to the package tray area, it may go up and cover the upper part of the tank (nothing extreme, this is just for safety)
25. Any factory car bumper, it can be loaded and seam welded. Dec, Dixon, YNW, Brian's Machine Shop bumpers are all fine. You may also run a steel tubing rear bumper but it must be no smaller than 2x6 and no larger than 4x6 in size. No thicker than ¼.
26. Front two core support bolts may be replaced with up to 1 inch all thread and it may proceed through the core support and hood. Max 3 inch washer on the hood. 8 inch tall 2x2 cor support spacer MAX.
27. Hoods can be mounted in 6 locations. 2 of those spots will be your core support mounts. The other 4 can be 1 or the other. A piece of 2x2 3 inch long angle welded to the hood and fender with a one ½ bolt in it or 4 strands of wire through the fender and hood. YOU CANNOT DO BOTH!
28. 4 door cars may have a total of 14 3x6 ⅛ strapping per side. 2 door cars may only have 8 per side
29. You may have a 12" tall ¼ thick driver's door plate. It cannot go 3 inches past each seam.
30. Radiators can be wired or ratchet strapped in. Factory condensers must be wired in as well if you choose to run one. Radiator stays in the factory location.
31. Rear quarters and pillars can be creased but must remain standing up.
32. Trunk lids must have two 10x10 holes cut for inspection. You may have three 3x4 ⅛ plates down each quarter panel to weld your trunk shut. You may also have two 3x4 ⅛ plates on the speaker deck area and the tail light panel area. Do not get crazy with these, it's only to make it easier for you. If you would rather wire or bolt you can have 8 ½ bolts through the upper drip rail only or 8 strands of #9 wires also through the drip rail only.
33. No rear window bar.
34. 1 front windshield bar. Either use 9 wire or 2 pieces of 3x ¼ flat bar. This is for safety only, so make it simple.
35. No frame or body swaps, that will result in automatic disqualification.
36. If you have a rusted frame, Coordinator/Inspectors must get pictures first but fixes will be very limited. The rules will go for Pre-Ran bent cars.
37. 1988-2002 cars are allowed watt links conversion ZTR, toast style brackets are ok. Lower bracket cannot be any longer than 6 inches. Upper bracket is no bigger than 12 inches wide.
38. You may run aftermarket control arms on the rear end 2x2 style is fine, or plated stock ones.

39. You may change 4 body bolts in the crush box area to a ½ bolt, no bigger than a 2 inch body spacer. It must have a 1 inch gap between the body and frame, 3 inch washers inside the frame and 3 inches on top side. No washer can be used as a plate on the top side, do not connect it into the pedals or accessories. All other body mounts and bolts must remain stock other than the core support bolts.
40. No solid front coil springs. We need to be able to see inside the pockets.
41. You may crease the humps 1 inch deep from the body bolt behind the tire to the body bolt in front of the tire. NO HUMP PLATES.

### **POWDER PUFF DERBY RULES**

1. Cars must be 1980 or newer American-made Chevrolet, Ford, Dodge only, wagons are allowed, passenger cars only.
2. A VIN # must be on the car, show no signs of being tampered with, and any vehicle with VIN# removed will not be allowed.
3. No welding except for driver's door and rear end for positraction.
4. All other doors must be chained or wired in 3 places per seam.
5. Hood and trunk must be secured with #9 wire in 3 places per seam.
6. No headers through hood allowed, must be original exhaust facing down. You may cut at end of factory headers.
7. Maximum bumper height is 13" from bottom of the bumper to ground.
8. Suspension must be free and bounce, with no blocks or stuffing shocks.
9. No swapping of bumpers, must be original for the year of the vehicle.
10. No welding bumpers, shocks, collapsing, or bolting.
11. Single bar allowed behind the seat with 3X6" plates on ends can be welded or bolted.
12. Tires must be and read 4 ply radials only, no snow or mud tires allowed to run, NO Exceptions, no tubes, doubles, or fluids. All vehicles will be checked. Disqualification if found.
13. Motor must be stock, no after-market headers, carbs, intakes, distributor's heads.
14. No motor swaps GM-GM and Ford-Ford parts only.
15. No cages allowed in vehicles.
16. No trimming of sheet metal for clearance.
17. No pre-bending or tucking of sheet metal.
18. No notching frame
19. No transmission coolers or moving of parts out of original position.
20. Tire sizes Maximum 8cyl 235/75/15, no 700's, 4-6 cyl 205/75/15
21. BUILD VEHICLE TO THESE SPECS TO RUN!

