

WE RESERVE THE RIGHT TO REFUSE ANY ENTRY OF DRIVERS, PIT CREW MEMBERS, OR SALES OF PIT PASSES TO INDIVIDUALS WHO WE FEEL WILL BE DISORDERLY, HAS HAD A BAD PAST RECORD OR IN THE BEST INTEREST OF SAFETY THAT THE INDIVIDUAL SHOULD NOT BE IN THE ARENA OR PIT AREA.

DRIVER'S ENTRY

E-1. Each driver is required to fill out an entry blank. Only one entry per driver, per class. Entries are not transferable.

E-2. Derby officials may accept or reject any entry, driver or pit crew member.

E-3. Those issued pit passes may be refused entry by derby officials should officials deem it necessary for safety or the smooth operation of the derby.

E-4. Pit passes will not be issued to those 14 years of age or younger at some shows. Check minor regulations for each specific location. Anyone under 18 years of age must be accompanied by an adult and have an adult/guardian waiver signed.

E-5. Everyone in the pits must sign a waiver.

E-6. Any driver 18 or younger must have a notarized minor's release signed by the parent or guardian. The minimum age for drivers is 16 unless prohibited by the individual derby host (fair board etc.) regulations. Entrant will be responsible for securing approval from said host.

E-7. Intoxicating beverages, illegal substances or the use of such are prohibited prior to or during the event. Any violator will be disqualified. This includes car, driver and crew.

E-8. The last moving vehicle making contact with another live vehicle in all events will be declared the winner.

E-9. The Decision of the derby officials will be final!

E-10. Any driver and/or crew member(s) disobeying the rules will cause their car to be disqualified.

E-11. The driver and the car qualify for the feature. No driver or car changes. Only cars and drivers entered in previous heats qualify for consolation heat or feature.

E-12. You must stay in your car. Do not leave your car unless you are told to do so by a derby official or the red flag (or checkered flag) has been displayed and all cars have stopped. Leaving your car or "STANDING UP" is grounds for disqualification. If an emergency arises during an event and cars must be moved for safety, running cars will be returned to original position for the restart.

E-13. If a driver does not hit another live car within 1 minute they will be disqualified.

E-14. If we feel the need to drill any frames at any time, we will do so. The decision of the judges is final.

INSPECTION

I-14. Anyone found blatantly cheating (hidden welds, pitched frames where not allowed, etc.) will be given the option to correct the issue and charged a \$100 cash re-inspection fee payable at time of inspection. Derby officials reserve the right to inspect any car at any time.

I-15. Inspection will close 30 minutes before the starting time. LATE ARRIVALS ARE SUBJECT TO AN INSPECTION FEE OR REFUSAL.

I-16. You must be in the inspection line 1 hour before inspection close time.

LIMITED WELD CLASS

LW1. Any year, front engine, 107 ½" or greater wheelbase, hard top automobile or station wagon is allowed. No 64-66 Imperials. No trucks, jeeps, hearses, limos, SUV's, or carry-alls.

LW2. All glass including windshield, doors, headlights, taillights, mirrors, etc. must be removed, not broken and laying in doors. The car must be swept clean of all dirt and loose pieces. All

chrome and decorative ornaments must be removed from the outside of the car. Protruding fenders or sheet metal must be cut off or bent over. All this work must be done before entering the pit area.

LW3. Pre-ran (vehicles run at a previous show or a previous day) full frame (no uni-body) cars with damaged frames may be repaired with up to 2 patches per side (4 total) with a maximum of 4x4x1/4" plate. Previous damage must be visible. Fresh cars may have one (per rail) 4x4x1/4" fix-it-plate anywhere on the frame, no excessive welding. You may not weld frame patches between heats and the feature.

LW4. Bumpers

Cutting bumpers (and fenders) for wheel clearance and/or restriction of steering is permissible. Front bumpers may be factory or aftermarket replica, including Chrysler pointies. Bumper dimensions measure 6"x4" straight. You can add a point 6" with it stretching out 12" in each direction from center. Factory bumpers may be loaded, seam welded, and reinforced behind the factory shell. You may not alter any factory bumper from its original shape or dimensions other than it may be shortened. We realize some factory bumpers may exceed the 6" rule but being factory, they will not have an advantage over a homemade bumper.

Homemade rear bumpers, same specifications other than must be flat.

You may add a 6x6" mounting plate to the frame to weld your bumper to.

Bumper height is 14" min and 21" max on fresh cars.

LW5. Front Frame/Crush box forward

You may cut the front down to where 1/2 of the core support mount is left in the factory location. You may reweld what is left of the core support mount to the frame. You may put a 4x4" plate on top of the core support mount that can be welded to the frame and the core support mount.

Bumper Shock

Option 1: You may have a 10in round stock, same size as the factory bumper shock, welded inside the frame. It must be attached to the back of the bumper.

Option 2: You may have a 4in tall by 3/8" thick by 10in long plate welded on any one side of the frame. It must be attached to the back of the bumper. If placed on the outside of the frame with the core support mount, notch out the core support mount and slide it under.

Seam Welds

Only the first 10inches of the frame can be seam welded from the front bumper back.

Suspension

Suspension may be solid, car need not bounce front or rear. Suspension jack screws (twisty jacks) or other material may be used in coil springs or 2 pieces (per a-arm) of up to 2"x2"x1/4" flat steel may be welded to the upper a-arm and frame. No race type spring jacks, no welding washers, plates or any material over top of spring pockets.

Factory spring for car. No ball joint protectors are allowed. You may use aftermarket ball joints. Upper must be bolted in like factory but may use an aftermarket sleeve. Lower may be welded in with an aftermarket sleeve. On 03+ You may weld in the upper ball joint to the a-arm with a sleeve OR weld in the factory ball joint.

A- Arms/Spindles

You may swap a-arms and spindles Ford to GM, GM to Ford. GM lift spindles are OK. 03+ must run the factory upper and lower a-arm.

A-arms may not be reinforced.

You may run up to 1" all thread for rear shocks and front shocks. On the rear, no bigger than a 3" washer on top of the package tray. For the front, no bigger than a 3x3 washer on top of the frame, and no bigger than a 4x4 washer on the bottom of the lower a-arm. No welding washers. 03+ must run the factory front shock but may add a pipe or square tubing that just fits over top

of the shock and can be extended down and bolted back into factory location to get the ride height.

Sway bars may not be altered and may be bolted down to the lower a-arms. You must have the factory clamp and rubber bolted to the frame.

Leaf spring cars may replace broken leafs with 5/16" thick leafs max. Up to 7 springs allowed with a 1" stagger down. Leaf springs must remain in their original position. Leaf cars are allowed 4 factory clamps and 4 homemade clamps per stack. Homemade clamps must not exceed 2"x4"x1/4" thick. Bolt diameter for homemade clamps not to exceed 7/16". No welding clamps and no welding leaf springs together. You may not run hump plates if you run a leaf sprung car. No leaf spring conversions.

03+ may run an aftermarket over the top cradle but it must bolt to the factory aluminum cradle no welding cradle to the frame. Cradle cannot strengthen the car in any way. Aftermarket cradle must be approved by officials first. No welding, chain, or bolts to the frame. Any frame rust repair will be same gauge material, no more than 1" overlap (from rusted area to non-rusted area). No overlapping patches. Will be at the official's discretion.

You may alter, reinforce, or build steering components including tie rods. On '03 and newer you must run the factory rack and pinion.

Tilting - front frame may be tilted in one location, either by bending at the cross-member area or at the box by cutting the flaps (cut no more than 3 sides), pulling down, and re-welding. 03+ may not tilt, but where the frame rail meets the crush box the unwelded seam may be welded - no more than 1/4" wide weld. Rear frame may not be tilted. No adding steel or excessive welding. No squaring of frames anywhere.

2003 and newer frames may not be clipped with 2002 and older frames.

LW6. Mid-Section

Cross-member factory, or not bigger than 2x4x1/4". You may weld up to 6" of angle or flat steel to frame to mount transmission cross member but it must be at least 6" from front corner brace (gusset) or cars with no corner brace mount must be at least 9" from the box. You may add gussets (frame to box) no bigger than 1x1 square tube and no longer than 6in. It may be welded to the frame. No capping the top or bottom.

No other material or welds may be added unless stated.

LW7. Rear-Section of Frame

Rear Humps - You may run a hump plate. No bigger than 6" tall by 22" long by 1/4" thick. May be contoured or a flat plate. Must be centered in the hump. If you run a flat plate, it can be no more than half way down the hump and must be 3" away from year end housing.

98+ newer rear end mounting

When installing an old-style rear end under '98 and up models, weld just enough for the 2 lower rear-end brackets. The lower rear trailing arms must be mounted in factory location not to the frame and must be free to travel (not welded solid). The lower trailing arm mount can be no bigger than 6x3 - 4inches long and may be welded to the inside of frame to bolt the trailing arms to. You may run aftermarket watts conversion kit upper style mounts. The mounts may not be connected. You may weld in rear end cross member from earlier models. Brackets may not be welded in any way that strengthens the car. Rear end housing braces may be added but may not be used to support frame in any way. Rear ends may be braced. May run up to 10 lug axles.

Rear bumper mounting

The rear bumper shock can be no bigger than a 2x2 square tube or 2 in round pipe and no longer than 6in. It must be inside the frame. You may cap around the rear bumper with no thicker than 1/4" flat steel. No more than 2" can be welded to the frame.

LW8. Cage

A four-point cage may be installed consisting of one dash bar, one bar behind the seat, one door bar per side (may be inside door but may not extend forward of the firewall), and an optional center bar between the seat bar to the dash bar. Center bar may not extend rear of the seat bar or forward of the dash bar. Must be in around center of cage. Dash bar must be straight with no kickers and must have 4" clearance from bar to distributor protector and tranny tunnel. Door bars may be mounted to body at dash area or to dash bar and to the door post. One mounting plate per side. Approximately 6"x12" may be welded and/or bolted to the door post and/or door. The door bars may extend a maximum of 18" behind the side door post and be no more than 15" above lower inside door seam. An optional seat bar without a four-point cage may be installed conforming to above "seat bar" specifications. Cage must be at least 4" above floor. Roll bar may be added but must stand straight up. May be attached to cage and roof only (bolted to roof, not welded). May have 2 plates, not bigger than 3x3x1/4" each with 1 bolt per plate for the roof OR a 3inch 2x2 tubing with a bolt. You may have 2 down legs from cage welded to body only must be welded to the floor.

Gas tank protectors may not be more than 26" wide and be 3" minimum off floor. Tank protectors may be tight to the package tray and can be bolted with 2" bolts or two 1" long welds down the sides. Tanks must fit within the 26" tank protector area and not be excessive in size. Steel lines may run inside the car. Rubber lines inside the car must be run inside another hose. Tanks must be secured to floor or cage (not to side walls or doors) with bolts. No nylon strap

fasteners or welding tanks to floors. Tanks must be covered, and cover must be suitably attached at all times. All fuel lines and tanks will be at the discretion of the inspectors. Vehicles requiring electric fuel pumps must have an operational fuel pump kill switch. All original tanks must be removed.

Gas tank protectors must be 4" away from the rear window bar.

The battery and wiring must be rear of the firewall. You may run up to two starting batteries, but they must be safely secured and suitably covered at all times.

LW9. Body

Body bolts may be changed with up to 5/8" bolts and may not extend to the bottom of frame. Washers 3" maximum (round or square) may not be welded to frame or any sheet metal. A minimum of 1" body spacers (material of your choice) must be in place.

Core Support

Core support spacers 2x2 with a 3x3 washer on top and bottom, min 1/2", no maximum height limit. May not be welded to frame at core support mount and not welded to core support. 2x2 may not go through core support. Core support bolts may be up to 1" and may extend from top of frame (not bottom) through core support and hood. May not be welded to frame, core support or hood. Core support bolts that extend up through hood will count as 2 of the hood fastener bolts. A maximum of 4 double strands of up to #9 wire may run from core support (not hood) to front bumper. You may cut lower sides of core support beside radiator, raise bottom then overlap and reweld to raise radiator. At least 50% of core support (when measured from top to bottom in the center) must remain in place. No other welds or added bolts to core support or other sheet metal.

No homemade radiators. Radiator must remain in original location and must be filled with water only. No radiator tank protectors, tanks must be exposed. Radiator may be mounted at your discretion. Nothing excessive. No adding anything in the center across the top of the core support. You may use a/c condenser, screen or expanded metal in front of radiator, but not be welded or excessive. Overflow hose must point down.

Hood

Hood must be open for inspection. Hoods may be held down with up to six double strands of #9 or smaller wire, sheet metal to sheet metal only, no welding washers or other material to hood or fenders. Core support bolts that pass through the hood will count as 2 of the 6 hood fasteners. Hoods must cover fan blades and transmission coolers. Hood safety latch must be removed. Hood hinge bolts may be up to 3/8". You may add up to 8 3/8" bolts in hood sheet metal (plus hinge bolts). There must be a minimum 12" hole in hood above carburetor.

Doors

All doors must be wired, banded, chained, or may be welded a maximum of three 3x4x1/4" door plates per door seam. You may add 2 double strands of #9 wire to the top of each door seam, but no wire is allowed in the window opening. Your gas doors may be welded. Any plates or welds longer than 3x4x1/4" will be cut. Pre-ran sheet metal damage may be patched on doors only with up to the same gauge material and no more than 1" overlap. Drivers door may be welded solid with up to 3" strap and must also be reinforced. Driver outer door skin can be up to 1/4" thick, can overlap 3" on each side or there must be a plate welded inside from door bar down to floor board no thicker than 1/4". The inside of the passenger side door may also be plated from door bar down to the floor board, to help protect the battery.

Trunk

If you run a trunk lid it must be a factory, to the car, trunk lid, no plate steel and must be attached to factory hinges at factory location. Front half of trunk lid sides must stay above drip edge and drip edge must remain in original location. Back half may be folded down but not folded in half/doubled over. You may push center of trunk lid down but must remain above drip edge at sides. Trunk lid (or tailgate) may be wired with double strands of #9 wire in up to 7 spots or welded in up to 7 spots with a maximum of 4x3x1/4" flat steel. Sheet metal to sheet metal only. There must be a 12" hole or otherwise clear view inside trunk area. You may add a 2x2" vertical bar in rear window from top of window opening to front edge of trunk lid, not the floor. Cannot exceed 6" in length on roof or trunk and cannot attach to rollover bar and must be 4 inches away from gas tank protector. No bigger than 2x2 tubing. Window bar will count as one of the 7 trunk fasteners and may weld to one of the plates. If you choose to remove the package tray you will not be allowed to run a deck lid, window bar, or any wire. If you choose to remove the tailgate on station wagons you will not be allowed to run a window bar or any wire. Quarters may be creased but cannot be pulled in excessively. You may not fold rear quarter panels over or smash them down, they must stand up in stock position. No removing roof, tucking or wedging.

Front window bar

A minimum of one vertical safety wire or bar, 2x2x1/4" or 2" flat steel 6" on roof and firewall not connected to roll bar or DP. 3" away from the DP, must be in windshield area. Sheet metal to sheet metal only.

Fenders

A small amount of weld may replace broken lower fender bolts (below rocker panel just in front of doors). You may add 2 strands per side from fender to core support, sheet metal to sheet metal only. You may beat the fender well lips up. No adding bolts in the fender wells – front or rear.

LW10. Engine/Trans Protection

Transmission/transmission and oil coolers – may have a transmission brace but it must be the exoskeleton tubular type or a slide over exoskeleton. If you run the tubular style, you may add up to a 1/4" plate on top of the brace between the tubes. No aftermarket steel bells. Can run

aftermarket steel tail shaft. Transmission coolers may be under the hood or inside the drivers compartment but must have high pressure line and be suitably covered or shielded. Distributor protectors no wider than valve covers. You may have a mid-plate no wider than the valve covers. You may run a halo around the carburetor. It must bolt to intake or water pump only. Lower engine cradles, and front plate, and pulley protectors are allowed but nothing further forward than the back of the water pump other than lower pulley protectors. You may run aftermarket motor mounts. Nothing can extend from the front plate further back than the motor mounts. You may run an exoskeleton type trans brace. No steel bell but can run a steel tail shaft. You may also run a skid plate. It can be no wider then 2 inches past each side of the oil pan and transmission pan. Skid plate may be welded to oil pan and transmission pan and bolted in 4 spots to the transmission brace. Skid plate may touch the cross member but can not be bolted or welded to crossmember. Skid plate can not stick more then 2 inches in front of the oil pan and may not be connected to the saddle in anyway.

LW11. General

Fuel to be gasoline only. Only tanks permitted are STEEL boat tanks or metal fuel cells. NO plastic tanks. Tank must be mounted in the area of the back seat and suitably covered

Cars must have brakes before the beginning of the heat.

Any vehicle visibly leaking fuel will be disqualified.

Tires – Any tire any size is permitted. May be doubled, foam filled, or solid. No studs, screws or wheel weights. Rims may be reinforced. Valve stem protectors are allowed. Beadlocks permitted.

Stacks are permitted but must point up or down, not forwards or sideways.

Air cleaner is mandatory.

No undercoating or painting inside car, under car, on frame, or suspension parts. No material of any kind such as paint, undercoat, dirt, torch smoke, etc. inside frame.

All entries must have roof sign (18"x24" suggested size) and may not be attached to rear window bar or used to strengthen car. Sign may be attached to roll bar or roof but not both.

NO OTHER FRAME WELDING UNLESS STATED.

If the rules do not say you can do something, you can't.