

# 2018 CITY SUMMER FEST CHAMPIONSHIP DERBY RULES

## GENERAL RULES

- Registration and release forms must be completed prior to inspection. Entry must be paid prior to inspection.
- If car fails inspection you may be allowed to make corrections. If you are unable to complete corrections or decline to make corrections your car will be disqualified.
- Entry fees are non-refundable and must be paid before inspection.
- Car numbers are on a first come basis
- Number of heats will depend on number of entries; this will be decided the day of the event by the head official.
- Drivers must be 16 years old. ID required.
- All 16 and 17 year olds planning to drive in any City Summer Fest Derby events must have a release form signed by a parent or guardian and notarized prior to being eligible to race.
- Only one support vehicle per registered car.
- No alcohol allowed in pits.
- **Drivers meeting mandatory.**

**Only driver is allowed in inspection area no other spectators allowed inside of roped off area.**

**Check in will be an open window before inspection by class.**

**If you miss that window for inspection the entry fee will be double for each derby.**

**Driver must have inspection paperwork before entering in line inspection**

- If we have more than 14 entries in any class we will split into heats so please come prepared; this will be decided the day of the event by the head official.
- **A DRIVERS SAFETY BELT, SAFETY HELMET, LONG SLEEVE SHIRT AND LONG PANTS (NO SHORTS) MUST BE WORN DURING COMPETITION!** Fire suits and neck braces are highly recommended.
- No passengers allowed
- Halo or roll bar mandatory in EVERY class.

Vehicles must be at the track area at least 2 hrs. before event start; must pass inspection ½ hour before event starts. Inspections start at least 3 hrs. prior to event.

## DRIVING RULES

- **Drivers must make a hit every 60 seconds and hit must be aggressive. Sandbagging will not be allowed. Your only warning will be at the drivers meeting.**
- A car with 3 wheels out of bounds will be disqualified.
- Hitting driver's door is not allowed, however with this type of competition we understand it may happen. If the officials feel it was an incidental driver's door hit you will be warned once. If it happens again you will be disqualified for the heat.
- Car fires we will let you run as long as we pass a safety check and get the drivers ok.
- If the last two cars in the main event become stuck together for a one minute period and are unable to separate on their own, the judges will make every attempt to separate the cars carefully, so as not to inflict damage to either car so that they may continue the first place battle to provide the audience a great show. The race will conclude when one car is no longer able to continue or the driver raises his flag in submission. If a single hit the last one to make a hit they will be declared the winner.
- Cars must remain in arena until heat is done. Any prize money will be forfeited if car leaves early.

## 2018 TRUCK RULES

- We will be using the full weld full size rules unless specified in this addendum.
- ½ ton, ¾ ton trucks, 1 ton trucks, suburban's, carryalls, blazers, scouts, and broncos will be accepted. Either 2 or 4wd models. 4wd's must remove one driveshaft.
- Trucks must have a protective cage inside driver's compartment. This consists of a dash bar, a bar behind the seat and a bar on either side connecting the two. **ROLLOVER BAR REQUIRED.** Rollover bar may be laced behind the cab mounted in the bed. 2 bars may angle back and down to the bed but they must not be welded to the frame and they cannot go back past the differential.
- Original bed mounting bolts may be removed (and rubber bushings) and may be replaced with up to 1" bolts with 4" washers. Bed can be bolted directly to the frame. No welding. Bed may be welded to cab with 2"x1/8" material and

to tailgate with minimum added metal.

- Coil to leaf conversions allowed. Must be converted with minimal modification to frame. Max 9 leafs and must have at least 1" stagger. 3 clamps front/3clamps rear of differential. Springs no thicker than 3/8" thick and no wider than 2 3/4" wide.
- Inner fenders may be WIRED to frame. Wheel well openings may be cut for clearance and bolted with up to 7 3/8" bolts or welded. One length of chain will be allowed between frame rails. Chain must be located between rear axle and rear bumper.
- Same rules apply for gas tanks but if you need to, you can mount gas tanks in front center of bed. Must have a splash guard. Must have a fuel tank shut off at tank
- Up to 17" rims will be allowed.
- All engines must have the front spark plug even with or in front of upper ball joint.

#### • **Bumper (FULL WELD FULL SIZE CARS AND TRUCKS ONLY)**

Bumpers are interchangeable. Any automotive bumper and bumper brackets may be used on any car, but no more than one set of bumper brackets may be used. You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with 1/2" bolt or less, and it must be done vertically. - \*\* No brackets are allowed to extend any further back than the very front most part of your top-front a-arm bracket factory weld. Instead of using bumper brackets you are allowed to use 1- 4" wide x 3/8" thick strap extending from your bumper down one side of the frame and cannot extend any further back than the very front most part of your top-front a-arm bracket factory weld. The portion of this 3/8" strap welded to the frame will be measured against the 48" inches of 1/4" strap allowed for frame repair. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape this is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point. Do not abuse this rule you will cut it.

You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid we do not want them coming off. Bumper height not to exceed 24" from the bottom of the bumper to the ground and much be a minimum of 14" from the ground to the bottom of the bumper. Bumpers must be in stock location.

Front and rear bumpers may have 4 loops of wire, or 2 straps 2" x 3/8" thick may be welded from the hood and trunk to the bumpers. When welding these straps to either side, only a total of six [6] inches may be welded to hold it on to the bumpers or hood/trunk on either end.

If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" Overall the bumper cannot exceed 12" wide at the tip of the point. {measured front to rear} The point may only extend out 4" from the flat part of the bumper. Bumper not to exceed center of tires in length

The bumper must be mounted completely in front of the frame rails.

## **2018 FULL WELD RULES**

### **1. Vehicles Allowed**

Any stock American made auto or station wagons are allowed. No jeeps, trucks, convertibles, hearses, ambulances, or limousines are allowed

### **2. Remove Parts**

All glass, fiberglass, lights, light brackets, all body trim and clips must be removed. Remove all head liner material, door panels, rear seat, carpeting and all unnecessary electrical wires. If it is not metal it must be removed. No self-tapping screws.

### **3. Fuel Tanks**

Factory fuel tanks must be removed. a maximum of 6 gallon metal fuel cell shall be installed inside of the car forward of the rear axle. Container must be securely fastened down to the floor either by welding or bolting. Plastic container must be encased in a metal box. Minimum 1/8 inch steel .Electric fuel pumps are allowed. Rollovers will be determined for safety to continue to run and the OK by the driver to continue.

### **4. Battery**

All batteries, maximum of 3, must be inside passenger compartment, boxed and secured down. Either by welding or bolting. A white rag must be attached to the ground cable and be visible. Box must be a minimum of 1/8" steel. Box cannot reinforce the door.

### **5. Radiator**

You do not have to use a radiator but if you do it must be in front of engine. No spray foam allowed around radiator or supports.

## 6. Frames

No welding of body to frame. Homemade motor and transmission mounts will be allowed. K Frame Chryslers may weld K Frame to sub-frame. Call if you don't know what a K Frame car is. Full size cars only. You can re-weld frame seams. Body bolts & bushings may be removed and bolts up to 1" may be used to bolt body directly to frame with 4" x 1/4" washers. Frame Definition: Frame is defined as being able to be removed from the body by bolts.

**7. You are allowed 48" x 1/4" Flat stock material on each frame rail on pre-ran cars or fresh cars. THE WIDTH OF THIS FLAT STOCK MAY NOT EXCEED THE WIDTH OF THE FRAME WHERE IT IS TO BE USED!!! Driver's choice on how this may be used. This is the MAX amount of material regardless of damage on any car fresh or pre-ran! If you weld body mount washers to your frame it will be considered part of the 48" MAX.**

## 8. Transmissions

Transmission oil coolers are allowed. Tranny cooler lines must be steel or purpose correct material. NO FUEL HOSE.

## 9. Drivers Protection

All cars must have safety bar behind the seat going from door post to door post, or from right hand side door post angled down to the driver's side. Cars must have this bar installed in order to race. Bar must be a minimum of three [3] inches in diameter and a maximum of eight [8] inches diameter. Dash bar may go across post to post or from left hand post extending twelve [12] inches past the hump, angled down to the passenger's side. Either a "halo" bar or rollover bar is allowed and may be vertically attached to the frame. Bar behind driver's seat must be within six inches from the back of seat. Bars connecting seat bar and dash bar may not extend no further than 6" past dash and seat bar. You may have a gas tank protector but it must only be welded to seat bar and cannot be connected to sheet metal in any way. The gas tank protector may angle back from the seat bar and have a maximum rear width of 24". Halo or roll bar Mandatory. Any moving drivetrain parts must be covered from a driver. No angled "kickers" allowed of any kind. 4 vertical bars allowed to the frame total.

## 10. Bumpers (FULL WELD FULL SIZE CARS AND TRUCKS ONLY)

Bumpers are interchangeable. Any automotive bumper and bumper brackets may be used on any car, but no more than one set of bumper brackets may be used. You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with 1/2" bolt or less, and it must be done vertically. - \*\* No brackets are allowed to extend any further back than the very front most part of your top-front a-arm bracket factory weld. Instead of using bumper brackets you are allowed to use 1- 4" wide x 3/8" thick strap extending from your bumper down one side of the frame and cannot extend any further back than the very front most part of your top-front a-arm bracket factory weld. The portion of this 3/8" strap welded to the frame will be measured against the 48" inches of 1/4" strap allowed for frame repair. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape this is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point. Do not abuse this rule you will cut it.

You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid we do not want them coming off. Bumper height not to exceed 24" from the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper. Bumpers must be in stock location.

Front and rear bumpers may have 4 loops of wire, or Two straps 2" x 3/8" thick may be welded from the hood and trunk to the bumpers. When welding these straps to either side, only a total of six [6] inches may be welded to hold it on to the bumpers or hood/trunk on either end.

If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" Overall the bumper cannot exceed 12" wide at the tip of the point. {measured front to rear} The point may only extend out 4" from the flat part of the bumper.

The bumper must be mounted completely in front of the frame rails.

Please see details with truck rules.

### 1. Doors/Trunk Lids

All doors and trunk lids must be fastened either by welding or 3/8" chain. When welding you may use up to 3" x 1/8" flat bar; # 9 wire may be used in window openings 2 per window 2 wraps each. May not go to the frame.

**2. Wagons must weld 5" skip 5" or chain their compartments that open and cut a hole so they may be checked.**

### 3. Drivers Door

Driver's door must be reinforced with either a minimum of 1/4" plate or a horizontal bar not to exceed 10" past front and rear of door.

### 4. Hoods

Hood may be welded, chained or bolted down. Maximum size filler rod 3/8" Maximum size strap 1/8" thick X 3" wide.

Bolts 1" with 4" washers and nuts. Six locations, three each side of hood, no bolts placed in front area of hood to protect radiator. Pick any two methods. No pulling hood forward and bending down to cover radiator. On old iron only 4 of the 6 can go to the frame. On 80's and newer all 6 can go to frame.

#### **5. Trunks**

Welded-Maximum size filler rod 3/8". Maximum size strap 1/8" thick X 3" wide. Bolted-Four locations. Maximum size rod 1". Washer size 4" X 4" x 1/4". Chained-Four locations. In addition 2 straps 2" wide by 3/8" thick may be welded from the trunk to the bumper. Weld not to exceed six [6] inches on bumper and trunk.

#### **6. Engine**

Fire Hood must have a 24" X 24" hole cut over the carburetor in case of an engine fire. Must stay in general area of stock engine.

#### **7. Driver Safety/Flying Objects**

Drivers door and drivers side of windshield may have vertical bars welded in to protect driver from flying objects. Two bars from roof down to rear valance panel are allowed in the rear window area. When attaching these bars to the roof/valance/firewall a MAX of 6" may be attached and welded! The windshield bars may not be connected to your distributor protector.

**WINDOW BARS MAY BE WELDED OR ATTACHED TO THE HALO BAR!! ALL FULL WELD CLASSES (FULL SIZE and TRUCKS)**

#### **8. Engines**

Drivers may use any model engine and drive train in any car.

#### **9. Welds**

Welding in the interior of the car shall consist of the following only: motor mounts, transmission mounts, radiator support, battery box, gas tank box and cage. The interior of the car shall be defined as the passenger, engine and the trunk compartments. Note: Remember the body cannot be welded to the frame. All outside seams may be welded.

#### **10. Tires**

Wheels may be reinforced. Maximum of 16" tires. No studded tires allowed. No split rims allowed. Valve stem protectors allowed.

#### **11. Rear Ends**

**USE REAR END OF CHOICE.** Rear control arms on coil spring cars may be reinforced. Leaf spring conversions are allowed but must be done cleanly with no major reinforcement of frame. 3 spring clamps total (factory & fabricated) in front and behind axle. 1 loop of chain or cable/wire may go from frame to rear-end on each side. Leaf springs must be no more than 2.5" wide 3/8" thick and must be staggered at least 1" between leaves.

#### **12. Fender Wells**

Fender wells may be cut and rolled for wheel clearance. Fenders can be welded or bolted after cut and rolled

#### **13. Car Numbers**

A roof top sign shall display your registered car number with letters 12" tall by 2" thick. Drivers and passenger doors shall display registered numbers 16" tall by 2" wide. Light on dark, dark on light.

#### **14. Re-inspection**

Main event cars are subject to re-inspection at the conclusion of the event. A protest fee of \$250.00 cash to contest another car must be posted with the head judge. If your protest is justifiable your money will be refunded to you, and the car/driver will be disqualified and therefore forfeit any moneys or winnings he/she has won. If it is not justifiable the money will be awarded to the car/driver being protested. Remember in the end judge's decision is final. Just because it is not written doesn't mean it is allowed. Call for any clarification

#### **15. Compact**

cars will race under full weld rules with the following additions: Only 4 and 6 cylinder engines are allowed, wheel base is not to exceed 108". Factory four wheel drive vehicles will be allowed as long as one drive line is disconnected making it a two wheel drive. No pointy bumpers allowed on any compact.

**WINDOW BARS MAY BE WELDED OR ATTACHED TO THE HALO BAR!! ALL FULL WELD CLASSES (FULL SIZE, TRUCKS AND COMPACTS)**

## ***2018 FRONT WHEEL DRIVE (LIMITED WELD) RULES***

**1. ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN. EXACTLY AS THEY ARE READ.**

2. Any American make car can run with the following exceptions; No 2003 or newer FoMoCo frames, No 1970 or older Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, limousines, etc. **NO SWAPPING OF FRAMES, MUST BE STOCK (OEM).**

Sedans must have rear window with a minimum of 14" tall by a maximum of 4" wide at normal window opening.

Please call judges for approval.3. Drivers must be 16 years of age. Under 18 you must have a **NOTARIZED** permission slip and a valid driver's license.

4. The person that signs in as the driver – must be the driver for the event.
5. Driver must wear a seat belt, helmet, and a **FIRE SUIT JACKET (HIGHLY RECOMMENDED)**.
6. All Drivers and Crew Members must attend the drivers meeting.
7. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be **DISQUALIFIED**.
8. Any rollover or fire may cause disqualification if deemed not safe to continue to race by the judges and the approval to continue by the driver.
9. You are given 1 minute to make an aggressive hit. After 1 minute that particular car will be disqualified. You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit.
10. No drivers are allowed alcohol - period. If you are wearing a driver's band and drinking any form of Alcohol – **YOU WILL BE DISQUALIFIED**.
11. Cars will be re-inspected before any prize money is paid out (TOP 5 BY CLASS). The cars will be re-inspected by the GO-DERBY staff only. Everyone else will stay back until cars are deemed to be legal.
12. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
13. Any questions, give us a call. If these rules, or a phone call to us does not say you can do it THEN DON'T. We can't stress enough to call first.
14. Judges decisions are **FINAL!!! NO ARGUING WITH JUDGES DURING INSPECTION CUT THE CAR OR DON'T, IF YOU DECIDE NOT TO CUT THE CAR NO ENTRY FEE WILL BE RETURNED.**

### **CAR PREPARATION**

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
7. You must use a radiator and it must be in stock location.
8. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected9. You can run shifter through the floor, and you can have a switch panel. If you are running an electric fuel pump, it must be hooked up to your ignition switch, so when your car shuts off so does the fuel pump.
9. You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5 -3/8" bolts or less with 1.25" diameter washers. Or you may roll your fender once and weld them. You may do one or the other not both.
11. No radiator guards in front of or behind radiator. No spray foam can be used around radiator and the supports.

### **TIRES**

1. Tires no bigger than 16 inch, No split rims, No studded tires. Foam filled or doubled tires are OK– we don't want any flats!!! Valve stem protectors are OK. Tires may be screwed to rims. Rims may have a bead lock on the inside only. You may run a weld in center. No bracing or bead locks on the outside of the rims.

### **ENGINE & TRANSMISSION**

You may use up to a 3/8 thick by 4"x6" plate per side to attach your cradle to the cross member only. No additional metal can be added to the engine cross member.

1. Use motor of choice, motor must be in stock location.
2. You have one option for tying in your motor:

**IF USING A DISTRIBUTOR PROTECTOR:** You may weld in additional supports to the engine cradle area, but they may not be attached to the frame rails at any point. **THEY MAY NOT HAVE ANY PURPOSE OTHER THAN TO HOLD THE ENGINE IN PLACE, OFFICIALS DECISION IS FINAL.** Distributor protectors allowed, must be attached to engine or transmission only. **If you run a DP do not mount your dash bar closer than 6 inches from any direction, this will be measured directly behind the DP location.** It may not be welded, bolted or connected to body, hood or frame. **AFTERMARKET ENGINE CRADLES ARE ALLOWED. (IF RUNNING A PULLEY PROTECTOR IT MUST NOT COME INTO CONTACT WITH THE STEERING STABILIZER BAR).**

Tranny protectors will be allowed but no skid plates allowed. Transmission pan and oil pan may be plated for protection. ¼" plate maximum and this plate must be same width and length of pan only and welded to pan only. Transmission cross member may be moved and located to mount to transmission tail shaft housing mounts and can

only be maximum of 2x3 1/4" rectangular tubing. Tubing may be welded or bolted to frame rails.

### **FUEL TANK, OIL COOLERS, & TRANSMISSION COOLERS**

Original gas tanks must be removed. You must use a boat tank or well-made fuel cell (6 gallons maximum and no exotic fuels allowed), and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the backseat use to be. No other source of gas inside the car at all.

Transmission coolers are allowed. These coolers cannot be placed to reinforce the car.

You must run a gas tank/transmission cooler protector. It cannot attach to anything other than your cage. It must be centered between frame humps. **It cannot exceed 48" in width attached to seat bar and must angle to 24" in width at the rear and must be a full 3" from rear sheet metal in the second seat area(wagons may run protector as far back as the last bolt of the 2nd seat only).** The bracing must be 4" above all floor sheet metal measured from the lowest flat area of the floor in the rear seat area. You may extend the gas tank protector vertically but may not extend more than 6" above the stock height of speaker deck or must be 6" from existing roof line, these 2 bars must be 3" from any sheet metal and 6" from rear window bar. See picture attached for what is allowed. You may weld 2 bars from vertical roof bars inside vehicle to vertical gas tank protector bars. See attached picture for details.

### **SEAT BAR CAN NOT EXTEND FURTHER THAN 6" BEHIND THE DRIVERS AND PASSENGERS DOOR SEAM**

### **WELDING**

NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!! All doors must be chained, wired, bolted or welded shut. Driver's door may be welded inside and outside. Drivers door may be welded shut with strap no bigger than 3" by 1/8" thick on the outside seam. **\*\*You must reinforce your driver's door with a minimum of 1/8" plate and may not exceed 6" past each driver's door seam. We strongly suggest plating the whole door. In this type of competition all driver's doors will take some type of hit during the event. We want you to be safe and protected behind your reinforcement. ALL OTHER DOORS , TRUNK AND HOOD MUST BE A 6 ON 6 OFF PATTERN NOT TO EXCEED 3"X6" BY 1/8" STRAPPING OR 1/4 INCH ROD FOR FILLER IS ALLOWED FOLLOWING THE 6" IN LENGTH PATTERN.**

Firewall forward you may also weld one 1/4" solid bead on top frame only over existing manufacturers weld. **MUST LEAVE ONE FRAME HOLE OPEN FOR INSPECTION IN FRONT OF FIREWALL ON EACH RAIL.**

Core support spacer must be square tubing maximum of 4"x4" - 1/4"welded to top side of frame. **DO NOT WELD THIS SPACER TO BODY.**

**TILTING FRAME CAN ONLY BE ON FACTORY SEEM ONLY WITH 1/4" weld, CAN ONLY TILT ONCE. No other frame welding is allowed!!!** See Bumper rule for other front frame welding option.

### **CAGE**

For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash .You may run a bar connecting the dash bar and seat bar inside of the front doors only, minimum of 3" in diameter and a maximum of 8" in diameter. You may weld two down bars from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seem and may only be welded to the top side of the frame. These bars cannot exceed 2"x3". You must have a halo bar or rollover bar behind the seat, which must be welded to the floor or frame 2 vertical down bars maximum and may be welded or bolted to the roof. You may also weld a steering column to the cage. All Cage material cannot extend further forward than 6" behind the flat part of the firewall directly behind the engine.

**SEAT BAR CAN NOT EXTEND ANY FURTHER THAN 6" BEHIND THE DRIVERS AND PASSENGERS DOOR SEAM**

### **BUMPERS**

New for 2018 Bumpers must be any American made automobile bumper. No truck bumpers. Firewall forward you may weld one 1/4" solid bead on top frame only over existing manufacturers weld. **MUST LEAVE ONE FRAME HOLE OPEN FOR INSPECTION IN FRONT OF FIREWALL ON EACH RAIL.**

**Option 1:** Homemade bumpers allowed maximum 5x5 3/16" thick with open ends. Allowed 3 mounts with maximum material of 4x4 1/4" plate used to mount the bumper per frame rail. (see bumper spec). You are allowed to use ONE (only one frame rail side or top or bottom) 4" wide x 1/4" thick plate extending from your bumper down the side, top, or bottom of the frame and cannot extend any further back from the most part of the top a-arm bracket.

**IF YOU USE THIS BUMPER OPTION THIS WILL BE CONSIDERED YOUR 12" PATCH FIREWALL FORWARD. WITH NO ADDITIONAL PATCH IN FRONT OF FIREWALL ALLOWED.**

**Option 2:** Automobile bumpers are interchangeable. Any automotive bumper (**EXCLUDING TRUCK BUMPERS**) may be used on any car, but no more than one set of bumper brackets may be used. Bumper brackets must be one of the two following methods. First way - the factory bumper bracket that came on the frame must be in factory location. You can weld bumper brackets to the frame (single pass only). You can weld bumper brackets on shocks to the bumper. You can weld shock to shock brackets. You can collapse shocks, and you can bolt the shocks to the towers with 1/2" bolt or less, must be done vertically. No cutting of shocks is allowed. No brackets are allowed to extend any further back than the front most part of your top a-arm bracket factory weld. All brackets must be touching the bumper and cannot be cut apart to lengthen. No loading stock bumpers. You will be allowed a maximum of 12" per frame rail firewall forward. Maximum material is 1/4" flat stock not to exceed the height of the frame rail. 12" of repair is the max length and it will include the width of the weld bead for measurement.

**LET'S MAKE THIS CLEAR!!!!!! OPTION 1 OR OPTION 2 NO DISCUSSION**

Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails. You may weld the bumper skins (chrome to inner liner) and seems a maximum of 1/2" thick. Weld them solid we do not want them coming off. You may trim bumper ends or fold them around. No welding bumper to the body in any fashion. Bumper height not to exceed 24" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or frame both front and back. Bumpers must be in stock location. Front and rear bumpers may have bumper straps 2"x 3/8" thick in 2 locations front and back. These must be placed outside of complete radiator. Maximum 6" onto the trunk lid or front hood and bumper.

## **TRUNKS**

You can fold hoods or trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Trunk lids must have a 12 inch hole cut in the center of trunk for inspection purposes, inspection hole may have 3 -3/8" or less bolts and 1.25" diameter washer bolting the two layers back together. **YOUR TRUNK LID MAY BE V'D IN THE CENTER , BUT MUST REMAIN AT LEAST 10" OFF THE TRUNK FLOOR,** the 10" will be measured from the top of the frame rails not the spare tire hole. If you tuck the trunk lid to the trunk floor you can only use 12" from the end of the trunk cavity and a total of 24" to attach to the floor in a 6" on 6" off welding pattern.

2 - 1" All-thread may go from the trunk lid to the frame or trunk pan vertically, If it passes threw a body mount hole you must have a 1" spacer between the body and frame. You may weld all thread to side of frame vertically not to exceed the bottom of frame. You may have plates for trunk tie down sheet metal to sheet metal only maximum 4" x 4" - 1/4" square.

No plates welded to frame. Trunk lids may be chained/ wired/welded/ bolted from sheet metal to sheet metal. No welding trunk to bumper. **All doors, trunk and hood (unless otherwise stated for drivers door) can use 3" by 1/8" strapping or 1/4 rod for filler on seems 6" on 6" off pattern.**

## **HOODS**

Hoods must have at least a 12 inch square hole over air cleaner cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 12 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts. You are allowed 4 spots to hold the hood on. You may have up to 1" all-thread, it may go from the hood to the frame, front 2 all thread must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath if it is welded. All hood bolts must be

placed outside the windshield bars. You may have plates for hood tie down, not to exceed 4x4x1/4" square. All bolts must be vertical. No welding of hood to the bumper. **All doors, trunk and hood (unless otherwise stated for drivers door) can use 3" by 1/8" strapping or 1/4 rod for filler on seems 6" on 6" off pattern. Or you may use 2x2 1/4" angle iron 6" long in 6 mounting locations with 2pcs 1/2" bolts 6" on 6" off instead of welding hood. One or the other.**

### **BODY MOUNTS**

Body mount bolts and spacers can be replaced or discarded. No bolts larger than 5/8" with washers no larger than 2".

### **RUST REPAIR/PATCHING**

You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2" beyond rust. If your frame is rusted through, call for instructions on how to fix the rust hole. **DO NOT FIX IT WITHOUT CALLING AND EXPECT US TO ALLOW YOU TO RUN IT.**

**Patching** - you are allowed to patch a hole in the passenger's side by only using maximum 4"x4" patches maximum 18 gauge metal, patches not allowed to touch each other to fill the hole.

Suspension must be stock height. Bumper height not to exceed 24" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or frame both front and back.

### **LEAF SPRINGS**

Leaf spring conversions will not be allowed. Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 8 leaf springs per side, no thicker than 3/8" thick and no wider than 2 3/4" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can re-clamp springs, 4 clamps per side. Homemade clamps can't exceed 2x4x1/4". You can change coil springs to a stiffer spring or add a spring. You may run up to 1" bolt from your rear end housing to the package tray no chains will be allowed. You can either bolt or chain your rear end in.

You cannot change length of trailing arms to shorten or extend them. You may weld them solid. Do not raise the suspension any other ways except what is listed above. You can bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear end to frame in 2 spots on each side, must go around frame, do not bolt the chain to the frame. We are going to allow you to weld the chain to the side of the frame, for your chains from the frame to the rear end, you can weld one link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame. When attaching leaf brackets you will be allowed to use 4x4 1/4" square tubing no longer than 4" to be welded to each side of frame rail. Do not exceed this rule!. Do not reinforce factory mounting plates. Tie rod tubes may be manufactured but must stay close to the same length and must mount in the same configuration as stock. Do not re-engineer the way the steering components mount to the frame. Only stock car replacement ball joints and tie rod ends are allowed; no pickup or van tie rod ends.

### **WINDOW BARS**

For safety, all cars must have (2) windshield bars extending from the halo bar to the dash bar. These bars cannot be any larger than 2" X 2" SQUARE TUBE OR 3/8" X 3" FLAT BAR you may attach these 2 bars to the halo bar and the dash bar only. The vertical bars must be a minimum of 14" apart at the firewall. You may weld 1- 2" in diameter rear bar from halo bar to first 6" of sheet metal on rear valance panel in the rear trunk area. This bar can only be welded to halo bar and 6" to sheet metal in trunk. GM Wagons must remove all rear decking and seat components. All other rules above must be followed. #9 wire may be used on the driver's door only extending no further than the width of the halo bar.

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.**



Any interpretation or deviation of these rules is left to the discretion of the officials.  
Their decision is final.

ATTENTION - THESE RULES AND REGULATIONS DO NOT IMPLY OR GUARANTEE SAFETY.

Driver information Alan Davis = 719-683-5638 [adavis\\_11@yahoo.com](mailto:adavis_11@yahoo.com)

Alan Davis

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Rules and regulations available with Alan Davis