

## LEWIS COUNTY FAIR DERBY RULES

2013

### General Rules:

\*\*\*If car does not pass inspection or driver is unwilling to change car to pass inspection there will be ABSOLUTLY NO REFUNDS!!!

1. All rules will be followed, or you will not run
2. Any American made sedan or station wagon can be ran. No 2003 and newer fords. No 1973 or older imperials or imperial sub-frames, 4x4's, ambulances, hearses, trucks, limousines, etc.
3. Drivers must be 18 years of age and have a valid drivers license. Age ~~16~~ 17 must have a notarized permission slip and some form of driver's license. The person that signs in as the driver/passenger must be the driver/passenger for that event.
4. Drivers must wear a seat belt and helmet, along with eye protection.
5. All drivers and crew members must attend the drivers meeting.
6. DO NOT HIT THE DRIVERS DOOR! Sometimes this happens, but if it looks intentional or carelessness you will be disqualified. Do not use your door as a shield; it may cause you to get disqualified.
7. Any open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
8. No sandbagging or holding! You will be disqualified. You are given 20 seconds for aggressive hits, 1 minute for restarts, and 1 minute if you are hung up.
9. No alcohol in the pits. If anyone is caught with alcohol, they will be disqualified. This includes their pit crew.

\*\*\*FOR ANY QUESTIONS GIVE US A CALL. IF IT DOES NOT SAY YOU CAN DO TO, DON'T DO IT. Call first!! Judges decisions are final!!!

### Car Preparation

1. All cars must be stock unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from the car before arriving to the derby.
3. All decking in station wagons MUST be removed!!

4. Tires no bigger than 15 inches, NO split rims, NO studded tires. Foam filled or double tires are OK; we don't want any flats. Valve stem protectors are OK. Tires may be screwed to the rims.
5. You must use a radiator and it must be in stock location. All cars must have working brakes.
6. A-arms, ball joints remain stock.
7. All trailer hitches and braces must be removed.
8. Original gas tanks must be removed. You must use a boat tank or well fuel cell and it must be properly secured and covered.
9. No gas cans. Plastic gas tanks must be placed in a metal box!! 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 back seats use to be.
10. Transmission coolers will be allowed, but must be safe and properly secured.
11. Batteries must be moved to passenger floor board close to transmission. It must be properly secured and covered.
12. You must have a bright number in bright colors on each front door.

### **Car Building: Welding**

1. Only the outside of doors, trucks, and tailgates may be welded solid with 3 inch wide straps x3/16 inch thick or smaller filled materials. Top of the doors may be rolled over and welded with no added materials. If you decide not to weld, then you are allowed to chain/bolt/wire then shut with UNLIMITED use of chain/bolts/wires.
2. DO NOT weld on the frame or the frame seams. You can weld top frame seam from the front of the A-arms forward. The frame seam weld can't be larger than 1/2" wide or it will be cut!! Don't weld bottom side. The uni-body is considered the frame on Mopar cars, which means no bolting the seam.
3. For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X. You may also have a bar across your dash. You may connect the dash bar behind seat across the inside of front door only. You may also weld your steering column in. You may also weld a plate across the driver's door, not to exceed 6 inches past each seam. You may have a roll loop behind the seat, which must be welded to the top of the frame or floor and welded or bolted to the roof- no kickers going to the back or front of the car. Back of cage including roll bar, can only be 10" from back to seat. You will be allowed 2 down bars on the inside on driver's door going down from the inside cross bar and 2 in the back, 4 total.

## **Bumpers:**

1. Bumpers are interchangeable. Any automotive bumper bracket may be used on any car. Bumper brackets can only be welded on 1 side of frame only, unless it is factory welded. No homemade bumper brackets. You can weld bumper brackets and towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock tower. You can collapse shocks and you can bolt the shocks to the towers with ½ inch bolts or less and it must be done vertically. You may trim bumper ends or fold them around. Welding on the bumper skins together (chrome to inner liner of bumper) is allowed. When welding bumpers, shocks, and brackets- do not add any metal! Weld shocks and brackets solid if you wish. Weld them well!!! We do not want any bumpers falling off! **Bumper brackets can only be welded to 1 side of frame ONLY!**
2. Bumpers may be welded to end of frame with no added metal, just use the welder. Rear bumper may have 2 straps, 2 chains or 2 wires (4 loops) from trunk deck or tailgate to bumper (not frame). You can only have one of the 3 used, NOT all 3! Straps can be up to 3" wide and no more than 5" on the bumper and 5" on the trunk or tailgate. Straps may be up to ¼" thick. You are allowed wire from radiator support to front bumper in 4 locations.
3. **Stock appearing bumpers- we will allow you to take any bumper apart. Weld any material you would like to the inside of the bumper. Weld the chrome skin back into place. Everything must be done inside of bumper – FIX bumper!**

## **Hood/Trunks:**

1. \*\*\*Hood must have at least a 12 inch square hole cut out in case of a fire. You are allowed 12 extra 3/8" bolts to bolt you hood skins (NOT TRUNK SKINS) back together. You will be allowed 8 hood bolts; you MUST have at least 4 hood bolts. You may have up to 1" all thread- 2 may be used from the hood down to the frame, but must go through the front body mounts. The top 5" of all thread may be welded to radiator support. Chrysler products may run all threads behind radiator support down to top of frame and be welded to top of frame with no added material. All thread may pass through frame. Hood bolts must be sheet metal to sheet metal. Hood must be open for inspection. Plates for hood bolts cannot exceed 5x5x1/2 inch. Hood bolts can be up to 1 inch in diameter.
2. You can fold hood or trunk decks over but 60% of the hood or trunk lid must be in factory location. No tucking of wagon roof on leaf spring wagons. 1980's and newer wagons may tuck roof down with 4 spots holding the roof down to the car body only- NOT FRAME!

3. Two- 1" all thread may go from the trunk lid to frame, **MUST** go through body mount hole. You may use wire in 2 spots with 4 loops from trunk lid and may go around the frame with the wire. **CAN'T DO BOTH!!!**

### **Body Mounts:**

1. Body mount bolts can be replaced with 1" bolts. Bolts may extend through body and have up to a 5x5x1/4" thick washer top. Washers inside frame may not be used as a gusset! If there is factory rubber mount without a body bolt, you can add the bolt to the mount. **No spacers needed!**

### **Suspension:**

1. Suspension must be at stock height. Leaf spring must be stock. You may add one spring as long as the main leaf spring. You cannot wrap the added leaf spring to make a double main- tow packages are OK. The main leaf spring must be the top spring in the spring pack and leaf springs must stagger down with at least a 2 inch stagger from longest to smallest. You can re-clamp springs, 6 clamps per side homemade to factory. Homemade clamps cannot exceed 2x4x1/4 inch. You can put spacers in sagging coil springs to get your height. You can bolt or wire coil springs to rear- end and frame to prevent spring from falling out. You may weld leaf spring mounting bracket to prevent them from becoming unbolted. You can loop chain or wire from rear-end to frame in 2 spots on each side. No bigger than #9 wire or 3/8" chain or cable may be used.
2. Mopars can weld mounting brackets to uni-body where leaf springs are mounted factory to uni-body frame. Include rear shackle box.
3. Rear-end control arms may be reinforced, but must be workable. They may be shortened or made longer as well. No homemade.
4. **Use rear-end of choice, must be factory 5 lugs.** You can tilt rear end if you wish. Welding or pose-track highly recommended.
5. **Rear-end housing may be re-enforced. Hybrid rear-ends are allowed.**
6. **\*\*\*\*Front arms may be bolted or chained down to get your bumper height. You may use one 2 inch wide strap to weld A-arm down, 2 inches on A-arm, and 2 inch on frame. Must be welded on side of frame only!!!!**
7. Engine mounts may be welded to engine cradle. Engine must be mounted in stock location.
8. Use motor and tranny of choice, motor must be in stock location. You may chain or weld motor and tranny to keep in place (don't strengthen the frame).

9. You may have two 2" strap from the motor head to frame on top side of frame next to A-arm mount on front side of motor and can be welded with no added metal. If this is used to re-enforce frame, straps will be cut!!

### **Steering:**

1. Tie-rods ends must be stock, but the center can be re-enforced, A-arms, ball joints, and all other steering/suspension must remain stock. You may alter your steering column to prevent loss of steering. Steering knuckles, homemade steering shafts, etc.

### **Fenders:**

1. You may cut wheel wells for tire clearance. Fenders may be bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender.

### **MISC:**

1. For safety, you are allowed 1 strap in each door window opening strap can be 2" wide and 1/4" thick and can be welded 5" on the door & 5" on the roof. You may not use wire if you use straps. \*\*\*Hardtop cars may have another strap at the door post. You must have 2 bars in windshields from roof to dash for safety reasons. They may be connected but 3 inches above dash.
2. You can run shifter through floor and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump, it must be hooked up to your ignition switch so when your car shut off, it shuts off.
3. You are allowed two spots with 4 loops of wire or cable in each window opening and may go to the frame. No welding washers around holes on car body.
4. You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8" inch chain/cable in one spot only. This must go around the frame; this cannot be bolted to the frame.
5. \*\*\*if you have an engine cradle and Dp being used, you must cut out your firewall and have 8 inches of clearance from front of dash bar to back of Dp. No tranny cradles. Slider drive shafts are ok. No straps off engine if using engine cradle or Dp.

### **Rust Repair & Frame Repair:**

1. You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 1/4" or less. You are allowed to weld the patch 2 inches past the rusted out area, leave the rust in place.
2. Bend frames may be repaired with 1/4" metal. The patch may be welded solid, but you must have a 1/2" hole in the patch. You can only repair the frame once in each place. No

re-patching or layering of patches. Total of 8 plates in front and 8 plates in back of car.  
If we can tell the frame is bent, patches will be cut completely off!!! Plates can only be  
4 inches by 6 inches and can be only on 2 sides of frame. NOT all the way around!!!

Any questions call:

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OR

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