

80's & Old Iron Rules :

2018 RULES AND REGULATIONS

General Rules

***If car does not pass inspection or driver is unwilling to change car to pass inspection - absolutely no refunds!!

All rules will be followed, or you will not run!!

Any sedan or station wagon can be run.

Ages 14 –17 must have a notarized permission slip.

The person that signs in as the driver/passenger- must be the driver/passenger for that event!

Driver must wear seat belt and helmet, along with eye protection.

ALL drivers and crewmembers must attend the drivers meeting.

DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or carelessness, you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified.

No hot rodding in the pits, keep it at an idle.

Any open driver's door or fire will cause disqualification.

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.

No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.

Cars are subject to re-inspection before any prize money is handed out.

Any controversies will be taken up at the drivers meeting.

Any questions give us a call! If it doesn't say you can do it, don't do it. Call 1st!!

Judges decisions are FINAL!!!

Car Preparation

All cars must be stock, unless modification is stated in the rules.

All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.

All decking in station wagons MUST be removed!!!

Tires no bigger than 15 inch, No split rims, No studded tires. Foam filled or Doubled tires OK-we don't want any flats!!! Valve stem protectors OK. Tires may be screwed to rims.

Driver must have a fire coat or non-flammable jacket to wear while driving in event.

Driver must have safety approved glasses or face shield. Driver needs to have FULL faced helmets.

All cars must have working brakes.

A-arms, ball joints remain stock.

All trailer hitches and braces must be removed.

Original gas tanks must be removed. You must use a boat tank or well-made fuel cell and it must be properly secured (no ratchet straps or bungees to hold the tank in place) and covered. 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 seat, use to be. If tank is mounted to the cage it must be at least 6" from any part of the car body. Tank must be bolted to sheet

metal only!

Transmission coolers will be allowed, but must be bolted to sheet metal only!

Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered. Battery must be in a Battery Box, and bolted to sheet metal only!

You must have a number in bright colors on each front door and must have 15"x 15" roof sign with car number on it for judging and recognition of car.

Cages: You may use channel or tubing up to 6" for the door bars. Total length not to exceed 60". This bar may not be more than 18" past center post on 4 door cars and 10" behind on 2 door cars. No exceptions. Dash and seat bar may not exceed 5" diameter. Seat bar must be no further than 6" behind seat. Bars must be straight, no contoured pieces. Only sedans are allowed a gas tank protector, 24"x 6", centered in the back area. There must be a 2" space between back bar and sheet metal. May not be attached to anything other than the seat bar. All interior metal must remain stock. Do not pound. You may add a diagonal bar behind the driver's seat and directly below seat bar to the passenger floor sheet metal. You may add 2 vertical down bars to driver side door bar and 1 to passenger door bar, welded to bottom of door bars to floor sheet metal. These may not attach to or conceal a body mount. No kickers, angled or other bars off the main cage pieces. No cage components to frame. All horizontal cage components must be 8" off the floor of the car, including gas tank protector, measured at body bolt elevation. All bars must be inside car.

Halo & rollover Bars: You may add a halo bar to the cage components listed above. It may not exceed 5" diameter. On a 4 door post car, this bar must be attached to the seat bar. No exceptions. On a 2 door or 4 door non post car, this bar may attach to floor sheet metal. Halo bar must be vertical line with seat bar, may not be angled toward back of car. You may bolt halo bar to roof sheet metal in 2 places.

Frames: Seams may be welded but no adding metal, no plating, heat treating or foam filling of frame. Rear frame rails may be shortened. You may notch rear frame rails but do not re-weld cut. 80's cars may tilt front ends by 2 ways; 1. Cold pinch, no adding metal. 2. You may only cut the outside flap and pull down front end moving the flap a 1/2" and only re-weld the flap. Do not re-weld any other crush box seams. 2003 and newer Fords may change aluminum engine cradles with a stock car cradle. It must be in stock location with only 12" weld max. All other components must be bolted in with stock size bolts. No added metal, braces or gussets. If frame is bent badly you may add a 5"x 5" plate same thickness as frame on one side only of frame, not top or bottom. If rusty call. All full-size k-frame MOPARS may run the k-frame tight to the frame and weld them together with no more than three 4"x4"x1/4" plates per side.

Body Bolts & Mount: All body bolts may be replaced with up to 1" bolts, washer or plate size 5" x 5" x 3/16" Core support bolts may be 1" diameter, these bolts may go through hood and count as 2 of your 6 hold downs, you may use pipe up to 1 1/2" OD between frame and core support. Body mounts may be taken out. Do not weld body washers to floor, No welding body to frame.

Bodies: No seam welding or bolting of body seams. Body creasing, enhancing lines and addition of body lines is allowed. Do not fold the metal over to create a double effect. Trunk lid seams must be clearly visible and accessible. Quarters panels must remain vertical, no doubling body panels. Core support welding not allowed. No foam filled panels. No plating floor pans .If rusty call.

Doors: May be welded solid on outside only. except drivers door may be welded on inside, may use 3"x 3/16" flat strap or 3/8" re-bar to fill gap. If not welded must be chained or wired, 2 per seam. Doors may be folded and welded at top.

Trunk lids: May be tucked 50% and must have hinges. May have 4 hold downs, 1" threaded rod, may be welded to rear frame rails and go through trunk lid, trunk plates no bigger than 5"x 5"x 3/16", all hold downs must be straight up and down, no plates directly under trunk lid. you may also weld 5" on 5" off with 2" x 1/8" flat strap max. Your trunk lid may be V'ed in center but must at least 12" off Trunk body mount location, speaker deck can be 10". No fully wedged cars, rear quarters and light valance must remain vertical.

Hoods: May have 6 hold downs no exceptions 1" threaded rod, front 2 may go through core support and frame mounts, other 4 may be welded to sides of frame, go through frame or welded to top of frame no adding plate first, hood plates no bigger than 5"x 5"x 1/4", no plates directly under hood. All threaded rod must be straight up and down and in engine compartment, can be next to fire wall but not welded to it, or you may use 6" angles and 1- 3/8" bolt or 3/8" chain, or any combination of 6. front lip may be bent down but hood must be in stock location.

Header holes and fire hole: May have 4-3/8" bolts to hold inner to outer, if hood holes are rolled or folded over do not weld or bolt.

Fenders and quarters: May be trimmed and may be bolted to inner to outer with 6-3/8" bolts, no higher than 5" from original wheel opening, threads must point in. (No Exceptions)

Wagon tailgates: Must be in stock location, may weld 5" on 5" off on out side only with 2"x 1/8" flat strap and you may use 4-3/8" chains 2 per side and may not connect.

Windshield bars: May have 2 , must be 18" apart at bottom, bars may not connect, no cross bars. May have 1 rear window bar in center of opening, material no bigger than 2"x 1/4" round or square, welded or bolted in, windshield bars may not be further then 2" from window openings. May have driver door window netting only.

BUMPERS:

Loaded and seam welded bumpers allowed, . Stock appearing bumpers from the front!!! We will allow you to take any bumper apart. Weld any material you would like up to 5 inch max depth material to the inside of the bumper chrome skin, weld the chrome skin

back into place. Metal inside of the bumper must fit the contour of the stock outer chrome! No changing angles of skin!

Any Automotive bumper brackets may be used on any car, 20 inches in total max length starting from bumper, may use ¼ thick- 5 inch wide- 20 inches long home-made flat plate for bracket to side of frame (Only 1 set of brackets may be used homemade or factory)..

When welding bumpers to the shocks and brackets – Weld them well; we don't want any bumpers falling off! You are allowed wire from radiator support to front bumper in 4 locations.

Bumper height max 28" to the top of the bumper, rear frame rails must be minimum of 14 inches to bottom of frame to ground. Chrysler "Y" frame cars will be allowed to weld a 5"x9"x ¼" plate on the top OR bottom of the "Y" opening. No bumper brackets will be allowed if the plate is used. Or can collapse y and weld top seam only and use bracket rule.

Rear bumper may have 2 straps, 2- chains or 2-wires (4 loops) from trunk deck to bumper. You can only have 1 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. Straps may be up to ¼" thick.

Motors & Transmissions: Any motor or transmission combination, no sliding the motor back, may have solid motor mounts, welded or chained to engine cross-member, not to frame rails. Engine cradles may go from motor mount to motor mount under the motor bolted or welded to engine cradle on frame. May brace from front of motor to frame rail using 1"x 1/2" flat strap or 3/8" chain, no angling forwards or backwards if no cradle. Any part of motor may be modified.

If you run a DP do not mount your dash bar closer than 5" to rear most point of firewall/cowl, or you will not run. Distributor protector allowed, must be attached to motor or transmission, top side behind cap no wider then 12", if dash is not cut out and DP touches dash bar after derby you will not be disqualified. It may not be welded, bolted or connected to body,hood or frame. Forward supports must be in side normally positioned headers and not extend past water pump. You may beat flat the engine side of firewall/cowl. Do not re-enforce the firewall/cowl or relocate firewall must stay in original stock location . Must have an air cleaner. No skid plates. No engine oil coolers.

You may have kickers from dash bar to no closer than 4" behind a frame.these may be up to 2 1/2 "x 2 1/2 " square tubing. They must be welded to top of frame only (no gusset). If your motor has a DP it must be at least 4" from firewall or firewall cut for DP to pass through. If you decide to run a DP tight to firewall no kickers will be aloud. This is to allow a non high dollar car to compete. (only one method or the other!)

Transmissions, transmission protectors allowed must have 3 relief cuts in trans tunnel 12" long by 1 " wide front to back , cannot be mounted to frame, body or motor besides bellhousing bolts, transmission coolers allowed but must be secured in a container in passenger side of car, steel or braided lines must be used, no fuel line.

You may run a stock radiator or radi-barrel. Radi-barrel must have some sort of pressure release valve, or you will not run!

Radi-barrels: No welding of radi-barrels to the car at all! May be bolted in 6 spots to core support.

Stock radiator: If you run a stock radiator, you may use 1/4" max thickness material in front or the back of radiator only (has to be mounted to the core support), The material can be 2" bigger than the radiator on all sides. May be bolted in 6 spots but no welding of material at all.

Rear-ends: Any 8 lug rear-end, rear-ends may have bracing, may use a 5"x 5" square tube, must be welded to the housing, not hanging off of it and 6" from backing plates. Aftermarket rear ends allowed. Posse allowed. Floater rear-ends allowed must be 5 lug. May use slider drive shaft.

Suspension: Must be stock car parts. No coil to leaf conversions in old iron cars, 9 leaf max. 5/16" max thickness, 2 1/2" max wide. 58" min. and 60" max length. Stagger 3" rear of axle, 2" front of axle. Stock mounting plates must be used. No home mounting plates and no over sized u-bolts, No welding on spring pack. No flat sprung cars, leaf packs must have a min. of 2" arch, leaf springs must be in factory position. 80's cars may leaf, 5/16" thick, 2 1/2" wide, 9 leaf max. 48" length min. eyelet to eyelet. 2" stagger front and rear. min. 2" arch. Rear and front mounts may not re-enforce frame. 80's cars not running leafs may use hump plates, you are allowed 1/4" by 22" hump plate, contoured to the hump, centered and welded with one pass of 1/4" weld. This plate may be welded to outside of frame only, match the factory hump and span the center of the hump. Do not weld any seams on rear of the car. 4 leaf spring clamps per side, clamp material 1/4" thick 2" wide, 2-3/8" bolts per clamp. No chains from leaf to frames. No double mains or leaf on top of main leaf. You may reinforce your tie-rods, but must use stock OEM tie-rod ends. You may have 2-3/8" chains from rear-end to body. You may lengthen or shorten your trailing arms, with same size material. No solid arms. You may change coil springs, rear coil springs may be welded or wired in, spring spacers allowed. No solid shocks. Taping leaf springs after inspection ok. May use one bolt in center of upper a-arm to spring bucket or 2-3/8" chain or 2-1" flat straps welded to outside of upper a-arms and to spring bucket, not to frame rails, to help hold suspension solid.

Watts link conversion for fords. May convert to 4 link or leaf, 4 link systems may be converted the following way, use the upper and lower trailing brackets off and older Ford, after market brackets allowed, but no thicker than 1/4" and be attached with 3-1/2" bolts each bracket. No shortening of trailing arms, no positioning of bracket to strengthen the front dog legs of rear humps, brackets must be in stock location.

Steering wheel to steering box may be modified.

Tires & Wheels: No fluid-filled, cement, solid or studded tires, you are allowed double stuffed, foam filled and skid-loader tires. Open class 30" tall tires max. No solid steel wheels. You may run valve stem protectors. No wheel weights.

You are allowed 2 spots with 4 loops of wire (no cable or chain) in each window opening and may go to the frame. No welding washers around holes on car body. Cannot be attached to cage at all.