



2019 Full Size Derby Rules

Only 50% of your car can be painted black! NO All Black Cars!!!!

**Every car must have a roof sign with a visible car number and the driver's door must be painted white!!!
WE WILL NOT INSPECT YOUR CAR WITHOUT THEM!!!!**

Any sedan or wagon is eligible to compete except for 73 or older Chrysler Imperials. Any parts being swapped from cars must be from the same era and must be GM to GM, Ford to Ford, Chrysler to Chrysler. 2003 and newer Fords must use factory cradle, no cradle swaps or steering swaps (you may have a single 1/4" plate with no gussets to mount the motor in. If you have any questions text or call.

Body:

1. Remove all glass, mirrors, chrome, plastic, and decking.
2. Creasing is allowed on rear quarters and front fenders ONLY. (Trunk and hood have to open for inspection) Quarters must stay in the vertical position.
3. You may use (5) 3/8" bolts per wheel well opening with 3/8" hardware washers to hold sheet metal together.
4. All body mounts must remain original factory with the exception of front 2 core support bolts may be replaced with 5/8" all thread max (may have a 4" max spacer of 2x2 that is floating, not welded between core support and frame) through hood with 4"x4" square plate 1/4" Max thickness as tie down plate on the hood (1 per side). You may also change back 2 body bolts with 5/8" max all thread from inside frame to top of the trunk pan. 4"x4" square plate 1/4" max thick plate on top of trunk pan (must use stock rubber body spacer with metal left stock). Any other broken body mounts may be replaced with stock body bolt or have #9 wire 2 strands ran through the body and frame.
5. Driver's door may be welded solid, all other doors may be shut with one of 3 ways; chained (4 places pre door not around the frame), wired (4 places pre door not around the frame), or welded from the bottom of the window down. Do not weld the bottom of doors to the rockers in any way. Driver's door may have a door plate that is welded or bolted to the door (may not go more than 6" past seams). Door plate is mandatory if the car does not have a door bar!!!
6. All cars must have a Mandatory windshield bar, wire, or chain with no more than 6" of attachment to the bottom edge of window and roof that prevents the hood from coming through the windshield.
7. Places where the wire goes through the body may have a washer of 3/4" diameter bolt max. 3/4" hardware store washer, no bigger welded all the way around.
8. No lacing of windows with wire or chain. No wire or chain to pillars or top of car.
9. Top of doors may be beat over and welded with (3) 1" welds.

Hood:

1. Must have a hole cut in each half of hood for safety, header holes are good enough.
2. May use (10) zip screws or (10) 3/8" bolts with 3/8" hardware store washer to hold hood bracing and sheet metal together.
3. Hoods can be secured shut (not including your 2 spots of 5/8" all thread) with ONE of the following:
 - A. (4) 2" long pieces of 2" x 2" angle (No Thicker than 1/4") with a single 3/8" bolt through them.
 - B. (4) 3"x3"x1/4" plates with 5/8" all thread max (4"x4" square plate 1/4" Max thickness as tie down plate for hood pins).
 - C. (4) Spots of # 9 wire attaching hood to fender.
Sheet metal to sheet metal only for any of these methods.

Trunk:

1. Must remain on hinges or run no trunk lid. Trunk must be open for inspection!!!
2. The lid must stay on top of the rain rails. No more than 50% of the trunk lid may be bent down at a 90 angle toward the trunk floor.
3. Must have 8"x8" inspection hole in the trunk lid!!! You may use (10) zip screws or (6) 3/8" bolts with 3/8" hardware store washer to hold bracing and sheet metal together.
4. Trunk can be held shut with ONE of the following:
 - A. (6 spots) 2" long pieces of 2" x 2" angle (No Thicker than 1/4") with a single 3/8" bolt through them.
 - B. (6 spots) triple stranded of # 9 wire with (12) 3/4 inch hardware store washer.
 - C. (6) 3/8" bolts with 3/8" hardware store washers through the rain channel.
Note: Wire must be sheet metal to sheet metal, NOT around frame.

Frames:

1. Stock frames. NO WELDING ANYWHERE ON FRAME (This includes seam welding)!!!All factory frame holes must be left open!!!NO EXCEPTIONS UNLESS RULES SAY YOU CAN!!!!
2. No creasing or shortening of the frames, front or rear, with the exception of 80 and newer cars may shorten up to 1" in front of the core support mount. Old iron can square off frame in order to have a flat surface when hard nosing. If we think you cut more than what was needed to square frame off, you will not run!!!
3. No tilting in any way.
4. Frame can be notched but no pre-bending.
5. Hump plates will be allowed. 3" wide X 12" long and 1/4" max thick, placed in the middle of hump face only. No Shaping plates. NO cutting will be allowed after inspection. If plates too big, you don't run, NO REFUNDS!!
6. You are allowed (2) 4"x 6" patches on frames; no more than a total of 2 patches per car (during fair season), and must have a 1" gap between the plates (that goes for fresh car or pre-ran car). If you have plates on your frame from past shows they must be cut off completely (no windowing), no weld or slag left on frame and must be painted white. No angle for patches. No overlapping, shaping, or bending of the plate, they must stay flat. This is not to be used as a gusset in any way. Patches must be painted white and declared. Pre ran cars may cut the frame and pull them back down (no more than a 1/2" max welds), but must use your 2 fix it plates where frame was fixed. Fords may cut the flap and re-weld stock factory welds back only. Plate may be welded over top of flap but do not slide plate under the flap. Only cars that have ran our shows this year may fix their cars without being approved. Pre ran cars from another show must

provide pictures and be approved. Tech inspection has final say on patches.

Drivetrain:

1. Any engine may be used in any make car.
2. Lower motor mounts may be factory stock style (you may weld 1/4" 4x6 plate from cradle to cross frame) or run aftermarket motor mounts. (If you choose to run after market mounts, they can be no bigger than the stock mounts.).
3. Lower mounts may be welded to cross frame only!
4. 1/4" plate may be welded to cross frame in Chryslers and rear steer cars. Nothing to frame! (No Exceptions!!).
5. No protectors of any kind on the engine, or transmission. No steel bells or tail shafts. You may run an aluminum ultra-bell on automatics. Manual transmissions may run a blow proof bell housing. No additional bolts or welding permitted. The only cradles that may be used are the ones that utilize no more than 5 bolts per half of the engine, go no higher than the header flange, do not go past the back of the heads, and do not touch the frame in any manner will be allowed. If your cradle has anything that goes under the front pulley; sway bar must be removed.
6. Any factory stock OEM car cross member or square tube no bigger than 2"x2". You may weld 2x2 angle by 6 in. to frame to mount cross member (6" away from the crush box). But cross member must be bolted in (No Welding). Do not bolt or weld to the floor in any way. If cross member is homemade it can be no longer than the one that came with that make or model of car.

Radiators:

1. Radiators must remain in stock location.
2. Any automotive type radiator or aluminum radiator maybe used.
3. No mounts that strengthen the core support will be allowed.
4. You may run either a factory Condenser or a piece of expanded metal no wider than 32" and no thicker than 1/8" in front of your radiator. It can only be mounted with (8) 1" welds or (6) 1/2" bolts. No spray foam around the radiator.
5. Electric fans are allowed.

Rear end:

1. Rear end must be a stock 5 lug. No metal may be added to strengthen. You may weld new mounts onto rear end.
2. No Rear end bracing of any kind!!!Must be cut completely off!!!
3. No all thread on rear-ends.
4. Coil springs can be wired to rear-end and package tray tight. You may chain rear end, but chain must be loose and able to move freely on the rear end (NO bigger than 3/8" chain bolted together). NO welding.
5. Leaf spring cars must use only factory spring clamps and number of leaves. No flat leaves
6. 98 and up fords may move trailing arms inside of frame (Watt Links). You may use bolt in brackets to mount upper trailing arms. 5-5/8" bolts, nuts and washers max may be used per bracket. No welding washer nuts or bolts to package tray. Bolt in brackets may be no larger than 6"x12"max and 3/8" thick max. The bolt in brackets must be 2 separate brackets. The brackets may not be joined in any way or used to strengthen frame or body.
7. Lower trailing arm brackets may be taken from older Ford and welded in 1/2" max welds. You may use 3"x3"x1/4"x3" long max square tubing to mount lower trailing arms if you don't use the stock brackets from old Ford 1/2" max welds. Do not bolt all the way through the frame, only through one side (DO not use it as a pin or it will be removed).

8. You must use a factory car trailing arms to mount rear end (No 2x2). NO homemade trailing arms.
9. Trailing arms may be shortened or lengthened, but may not be reinforced. This means no adding steel, material, substance or any kind of welding to them. You may use free floating washers on the bolts.
10. Each car is only allowed to have 4 trailing arms maximum.
11. Slider drive shafts are allowed.

Driver's Compartment:

NO CAGE INSIDE OF DOORS!!

1. 4 point floating cage; dash bar, two side bars, rear bar. (4"x4" material max size).
2. 4 down legs are allowed to the frame, but must be located no closer than 1" from the Box or S and no further back than 6" past door post. They can be welded to top of side rails only. (Any questions call).
3. Side bars can't exceed the dash bar, 60" max door bar length, rear bar 6" max behind driver's seat, and must be a minimum of 6 inches above the factory body mount height.
4. You can weld the cage to the door post, cowl and steering column to secure cage. You may have 2 bolts or 2 pieces of all thread (1" all thread and washers max) from the cage to the firewall in order to hold firewall in place, but no Metal or welding to the firewall.
5. Gas tanks and batteries must be moved, secured, and covered.
6. Battery holder must be bolted to sheet metal or in the seat. Size of battery holder must be reasonable.
7. Gas tank protectors are allowed but must remain 6 inches from the rear firewall (Don't beat metal back) and no more than 30 inches wide, and in the center of the car (4" off the floor pan). Gas tank can be bolted to the floor if NOT attached to the cage. No bolts, all thread, or Metal is attaching protector to the floor.
8. Steering column: After-market steering column allowed. No more than 2 knuckles in column. Steering wheel may be removable. No brackets to frame.
9. Roll over bar permitted. They may go to frame. No farther back than 6" from rear seat. It can be bolted to the roof with (2) 1/2" bolts. No using roof sign to connect cage to the body in any way!!!
10. Transmission coolers are permitted. Must be 6" above the floor if attached to cage, or bolted to sheet metal floor only. May not strengthen car in any way. Must be covered or enclosed.
11. Floor shifters are allowed.
12. After market throttles are allowed, bolted to sheet metal or engine only.
13. After market brake systems are allowed. Maximum plate size is 17 inches long by 10 inches wide. Must be bolted to sheet metal only.

Bumpers:

1. Any factory car bumper is permitted.
2. Homemade bumpers are allowed with the following stipulations:
 - A. Single pipe design no more than 6 inch by 6 inch.
 - B. No more of a point than that of a 1974 Impala bumper and must follow the same contour.
 - C. Must be rounded on the ends. No rough or jagged edges.
3. You may bolt or weld bumper to a stock bumper shock (Maximum bolt size is 1/2"). You may weld bumper shock face plate to the bumper (Front & Rear) no adding metal allowed. You may weld bumper to frame (Butt weld only, NO adding metal.) NO WELDING OF BUMPER OR BUMPER SHOCKS/BRACKETS PAST FIRST 4" OF FRAME. If your car came with a

bumper shock you must use the one that came with the car. If your car did not come with a shock (example 71 Chevy) you may use a 74-76 BOP bracket mounted in stock location with stock bolts or weld an impala cup in the stock manner onto the frame with a single pass of weld, only welding described above. Text with pictures about special cars to mount the bumper legally.

4. Stock bumper brackets must stay in the stock locations. No altering brackets, no rear brackets on front (NO homemade shocks or brackets, if it looks homemade in anyway it won't run). Do not move brackets back on the frame when squaring it off, they must stay in the factory location.
5. Maximum bumper height is 20 inches. Minimum bumper height is 14 inches. On a fresh car if the bumper is less than 14 inches off the ground due to sagging springs, the springs must be changed to meet the minimum height.
6. You can run #9 wire (3 wraps max) from core support to bumper in 2 spots. Nothing in front of the radiator.

Tires and Rims:

1. Any tire between 13 inches and 16 inches may be used.
2. Rims must be stock, car or truck. The only alteration that will be allowed is weld in centers and small weld on lip rings. No bead locks.
3. No screws in the tires.
4. 1 inch lug nuts are allowed.

Suspension:

All suspension must move front and back!!

1. Factory stock only!!!
2. NO kicking front springs.
3. No strutting.
4. Stock steering components. No aftermarket ball joints, tie rods, or spindles. Tie rod adjuster sleeve seam maybe welded but no metal added.
5. You can swap new style a-arms with old style a-arms but must be bolted in the stock manner (Do not do anything to strengthen between the a- arm brackets).
6. You may use (1) 4" long ½" bolt per a-arm with hardware style washers to hold a-arm down. You may weld the bolt to the top of the frame with a single pass of weld (don't put it on the car in any way to strengthen the car or you will lose the bolt). A-arm must be loose when you come through inspection so it will move and prove it's not welded and it can be tightened down after inspection. If you come through inspection and the a-arms don't move, you will lose the bolt and it will bounce!!! Don't weld them down.

Repairs:

1. A bent rail or clip may be replaced using the butt-weld method. If replacing a clip, it must be done at the side rail or in the side rail. We will use a level to check for pitch. You may only re-clip the front frame or rear rails of the car not both. Must be the same make, and model (example No 98-02 clips in an 88 Vic).
2. Roof Repair- if the area that the roof attaches to the body is rusted out, you may weld a safety strap from the center of the pillar to the quarter. Must be sheet metal. Do not cover rust.
3. Body rust- If floor boards or body needs to be patched it must be done with same thickness sheet metal (20 gauge max). . This means an actual hole all the way through the sheet metal (we need to be able to see it was rusted). Sheet metal may be over lapped by 1" max all the way around the hole. These repairs may be held in with (4) 5/16" bolts, (8) zip screws, or (4) 1"

welds per 5"x5"sq. Only 1 of the 3 methods may be used to secure the repaired sheet metal into place.

4. Frame rust- you may repair 2 spots 3in x 3in max with no thicker than 1/8" material. May only be welded on 2 sides.
5. Cars may be straightened in between events. They may not be patched at a show.

Notes:

1. Any car that does not pass inspection on its first attempt will be have one chance to fix things, after that you will be charged \$30 to be inspected again. That money will be given to the "Wrecking Ball" at the end of the show. Tape measures will be used!
2. No refunds!! Car will not be inspected until entry fee has been paid.
3. If the rules don't say it can be done, then that means it can't be done!!!
4. Never assume. Always ask to be sure!
5. Only welds on the car are listed in the rules if it doesn't say you can, don't do it!!!
6. Drivers have the right to look at all cars. Crew members do not!! If there is a complaint or a question about a car it must be brought to the inspection team's attention 30 minutes prior to the start of the show.
7. Once a car passes inspection the hood and trunk will be allowed to be fastened down.
8. Inspection will start approximately 4 hours before each event. **INSPECTION CLOSSES 1 HOUR BEFORE THE START OF THE EVENT!!!IF YOU ARE NOT GOING TO MAKE IT BEFORE THAT DON'T WASTE YOUR TIME DRIVING THERE!!! THIS IS YOUR ONLY WARNING!!!**
9. Any car that fails to comply with these rules will not run and entry fees will not be refunded.
10. Judges decision is final.

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Text or call Will Rogers 317-447-1059 (calls 3pm-8pm...Leave a message with your name and what you need or you won't get a call back)