

1980 & NEWER FULL SIZE STRAIGHT STOCK-2017

TYPE OF CAR

NO trucks, convertibles, jeeps, vans, hearses, limousines, checker cabs, imperial, suicide lincoln's Cars previously run in demos may be considered too battered and unsafe, resulting in disqualification.

If there is in any question regarding the participant's vehicle, it is the driver's responsibility to prove make, model, year, engine rear end, etc.

1. Flammable Material - All carpet, headliner, door pads and ALL other flammable material MUST be removed from inside of car. Front seat and dashboard may be left in place. Sunroofs must be covered.
2. Glass/airbags - All windows, mirrors, airbags & trim, must be removed prior to derby event. No loose glass smashed into the bottom of doors. DRIVERS SAFETY
3. Doors & Numbers - Driver door must be PAINTED WHITE. An optional roof number plate may be securely installed. No all white cars. 3/4 of the driver's door must be painted white.
4. Fire Extinguisher - Must be within reach of the driver, must work and have a proper working gauge. Please check gauge on the extinguisher before arriving for the event.
5. Battery - One 12 volt car battery must be moved to front passenger floor board and securely fastened in a box/container clear of all fuel sources. Following inspection it must be covered with a non-flammable shield such as rubber mat or steel cover. Heavy truck or farm batteries may result in disqualification. NO double batteries.
6. Gas Tank - Stock gas tanks must be removed. Must be a steel marine tank, custom steel fuel tank, or certified racing fuel cell. Plastic tanks MUST have a rubber floor mat mounted between the floor and tank. All tanks must be securely fastened down (bolted) in the middle of the back seat area. Tank must be covered with a non-flammable material (rubber mat) after inspection. No movement to occur during inspection. Leaks will result in disqualification. Ref has final decision. No race fuel allowed pump gas only. NO GAS TANK PROTECTORS. Tank/bracket MUST be 15" away from the rear sheet metal. If gas tanks are mounted on the seat bar the bracket/tank cannot in anyway act as a gas tank protector. No exceptions.
7. Fuel Lines/Pump - All fuel lines must have leak proof fitting with steel or rubber lines (no clear lines). No exceptions. Lines should run inside car. Leaks will result in disqualification. All connections MUST have hose clamps to eliminate fuel leaks. Must have a safety shut off switch marked in red located on roof in center of the windshield area for officials use. Switch to control fuel pump only. Driver's safety.

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MANDATORY. This rule is for fuel injected cars only. Switch must be visible for 20' away.

8. Fuel System - Electric fuel pump must be isolated with a non-flammable material covering lines, tank & pump. Example: covering may be fire resistant blanket or air bag material.
9. WELDING - ABSOLUTELY NO WELDING ON VEHICLE OUTSIDE THE OUTLINED AREAS. No Exceptions. Referee has final decision. No welding doors or trunk shut. NO REAR WINDOW BARS.
10. ENGINE - Example- Gm in Gm , Ford – Ford, Dodge – Dodge. NO ENGINE SWAPS TO DIFFERENT MAKES. If the year/make/driveline of car is in question, driver MUST provide proof the car was made in that fashion, otherwise, Referee will have final say. Firewall can be cut out behind engine. If your engine does not look stock, sound stock, chances are it NOT STOCK. So please don't try and pass it off as stock because it won't run. Engines with carburetors can be swapped into original fuel injected cars.

NO
DRIVETRAIN PROTECTION.

11. SHIFTERS - Shifters may be directly attached to transmission linkage & relocated thru floor overtransmission hump. Aftermarket shifters and gas pedals allowed. No Slider shafts or pinion brakes.
12. Hood & Trunk/tailgate - Hoods are not mandatory. Without hood – use electric fan only – fans directly connected to motor must be removed. With hood – a 12" opening must be cut in the center of the hood. Hoods must remain open for officials' inspection. Hood can be fastened down in maximum of 8 places including threaded rod or with seat belt strapping, wire, or chain only. Hoods/rad support can be wired to bumper in 4 places. Maximum of 2 spots with threaded rod maximum of ¾ inch holding the hood shut.
 These spots will account for 2 of the 8 spots. Trunk/tailgate to be fastened down in same way as hood. Trunks/gates can be fastened closed in maximum of 8 place including wired in 4 places to rear bumper. Maximum of 2 spots with threaded rod maximum of ¾ inch holding the trunk shut. These spots will account for 2 of the 8 spots. Angle iron can be welded to the fender/hood and bolted together. Each bolt counts as a hold down place. Threaded rod must still have rubber mounts in place.
13. Door - Fastening All doors must be fastened shut with wire, straps, chains or seat belts in 8 locations per door. Outside Car: Flat bar only bolted 8 times with a maximum 3/4" bolts. Max 72" long x 12" wide x ¼" thick. PLATE ONLY. NO WELDING. Not mandatory. NO WELDING
14. Bracing - Seat bar behind front seat from post to post. Seat bar can be extended down to the rocker/frame and can be bolted with 2 3/8" bolts per side. NOT welded. DASH BAR- mounted door frame to doorframe, but not to firewall. Dash bars must be mounted above steering column. No down bars off dash bar. Safety bars MUST be securely mounted inside the car. Cars can have roll bar up and over the roof. Can only be bolted/welded to the seat bar. ONE bar can run down the inside of each front door joining the dash and seat bar creating a safety square around the driver. One bar can run between the seats from dash bar to seat bar to mount shifter and must be 12" off the floor. All safety bars 4" max diameter. Round or square tube. This is a safety cage and roll bar. NOT to reinforce the car.
15. Windshield Space - Strong steel construction-type wire mesh is recommended for the windshield area. One strong upright steel, chain or iron bar must be bolted/welded in windshield area. Bar to run from cowl to front portion of the roof. Must be 12" away from halo bar. NO REAR WINDOW BARS
16. FIRE WALL - Suggested that all holes in firewall must be filled/covered with tin. Center section of dashbar NOT to touch the firewall
17. Bumpers - Only 1980 & newer stock bumpers allowed. Ford to GM ETC permitted with stock bumpershocks. Front bumpers can be flipped upside down. Switching front to rear ear to front allowed. Bumpers ends may be bent inward or cut off. NO sharp ends. No loading of bumpers (holes may be required to be cut in bumpers) 2- ½" bolts maybe used thru bumper face into the shock plate- this is 2 bolts per shock- this means 4 1" bolts per bumper OR a single bead of weld around the shock plate to the back of the bumper. Bumper can be chained to frame. Front/rear bumpers may be welded to frame, one 2" wide flat bar not to overlap 2" onto the frame top and 2' onto the top of bumper OR a single weld around the bumper shock. If bumper is welded it cant be chained. No overuse of material. No boxing of bumper shocks. NO hard nosing bumper to frame. If the car had a bumper shock from factory it needs to be in there for tech.
18. Radiator - Radiators and cooling system must be flushed of anti-freeze and only water added. Overflows for radiator must point downward to the ground. Radiator must be mounted in original position or removed. No extra screens allowed. (Stock A.C. condensers permitted in original position.) No metal added around the rad for reinforcement. No rad guards.
19. Transmission - Coolers Are permitted and must be secured in engine compartment. Transmission dipstick must be securely fastened, wired down or have an overflow tube pointing straight down away from drivers or spectators. No coolers inside the driver's compartment.
20. SUSPENSION - Steering/Suspension must be stock. Movement must occur. It is recommended that rear coiled springs be wired to the differential. Rear end swaps are allowed. Must be same bolt pattern and rim size. Example. 1980 Crown Vic swapped into a 1993 crown vic. STOCK mounting points and brackets. No changing axle size. No alterations to the rear end. Example. You can't swap a 1974 Chevy rear end into a Ford or a Newer Chevy with different bolt pattern. If you have a question about this rule please contact Ty or Dion. No axel savers, diff protectors, brass bushings or axel change overs of any kind.
21. FRAMES - No patching, repairing or painting of frames. NO WELDING. Trailer Hitch MUST be removed completely.

22. MOTOR Mounts - Stock mounts may be welded or chained. Any excessive or added mounts will result in disqualification. 2 chains (3/8") may run from engine to frame area between rad support and firewall (upper control arm area) in case a motor mount breaks. No extra chains, wires or straps from engine/transmission to frame or body. No Exceptions.

23. Body Mounts - Rubber body mounts must be kept in with stock size bolts. Factory bolts cannot have large washers installed. If the car has threaded rod holding the hood/trunk shut rubber mounts must still be in place. The center of mounts can be made larger to accommodate the 3 threaded rod. Referee's discretion. STOCK BODY BOLTS/MOUNTS.

24. Tires - Drive tires must be low aggression. D.O.T. Tires must be low aggression. No forklift/skid/rally tires or solid fill tires. All tires must be filled with air only. Tires may be doubled. No split rims. No screwing tires to rim or studding. All wheel weights must be removed- no welding stem protections. Carry spare D.O.T. mud tires in case track conditions warrant. Referee's discretion. NO triple side walls on any tires. Thread over 1/4" deep may be rejected. NO bead locks/rim guards. Weld in wheel centers are ok. NO FULL WELD IN CENTERS. DOT TIRES ONLY. Snow tires allowed.

25. Pre-bending - No pre-bending frame or body. Notching frames is permitted. Bolting of body panels is not permitted. Once the car is used the body can be bent.

26. MECHANICAL REPAIRS - Must be stock material and in no way enhance ability/performance of vehicle. Rear ends, steering, control arms, axles must all remain stock. If axle size or rear end is in question for the make and model the drivers MUST remove rear diff cover and prove the parts are STOCK for the vehicle or could be disqualified.