

Mopar Only Rules

No 1964-1973 Imperials or Imperial sub frames.

***If the vehicle does not pass inspection or driver won't change to pass, absolutely no refunds!**

1. Ages 14 –17 must have a parent's signature and a notarized registration form.
2. 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.
3. NO sandbagging or holding! You will be disqualified!
4. You are given 20 seconds for aggressive hits, 1 minute for restarts and 1 minute if you are hung up.
5. Vehicles are subject to re-inspection before any prize money is handed out.
6. All vehicles must be stock unless modification is stated in the rules.
7. All glass, plastic, chrome, and interior must be removed from the vehicle before arriving to the derby.
8. You must have a visible roof sign with car number on it
9. Driver must have a long sleeve or non-flammable jacket, pants, closed toe shoes to wear while driving in the event.
10. If you are running an electric fuel pump – it must be hooked up to your ignition switch – so when your car shuts off – it shuts off.

Frames – Stock only- **No welding of the frame or frame seams.** Y-Frame Chryslers can cover 1 side only (top OR bottom) with a 4"x6" 1/4" plate. If the frame is rusted through this can be repaired with same thickness of steel as the frame- **This must be ok'd with Tech prior to repairing** (No additional reinforcement, repair only). Rust repair can be 1" past damaged area, call for questions.

Fix it plates for bends will be limited to a max size of 4"x6" 3/16" plate, maximum of 6 plates. The plate(s) must remain flat and only can be on one side of the frame rail. Must be one inch gap between plates and bumper brackets. Must be able to see the rust or the bend and must repair damaged side only. **Fresh cars may have two 4X6 plates total, one per side.** No additional body mounts can be added or chaining of body mounts. No fabrication or reinforcement of any kind. No extra braces to the frame of any kind. Trailer hitches must be cut off. **NO FRESHLY PAINTING FRAMES, FIX PLATES OR BUMPER BRACKETS, ALSO NO GRINDING OR METAL FINISHING FRAMES. Anything that is welded to frame that isn't allowed per the rules will be torch cut completely.**

Body – **NO BODY SHAPING.** No welding of the body to the frame. Must be stock appearing. No pre-bending or bolting of any body panels. No double floors or additional tin or plates. You can cover rust holes only, 1" past the damaged area with same thickness of material. Cutting is restricted to the diameter of tires. You may bolt front fenders and quarter panels (inner and outer skins) with up to 6 – 3/8" bolts around wheel opening, no higher up than 5". **You may replace stock body mounts with hockey pucks only, and replace body mount bolts with a max size**



of ½ bolt. You will be allowed a max size of a 4 inch x 4 inch washer for the top and bottom of bolt. If you choose to leave all the factory body mounts in you will be allowed two wraps of 9 wire on each side of sub to go around rocker panel and floor to hold sub up. You will be allowed 2 nuts, 2 washers and 2 body mount plates for each body mount that is needed to be replaced. All wagon decking must be removed. **Absolutely no body shaping, or creasing will be allowed,** other then what is stated you can do in the rules. If you show up with body shaping or creasing you will be required to pull it all out. Sedan body to Sedan frame, Wagon body to Wagon Frame.

Cage- Up to a 6” dash bar and a single 6” post behind the driver’s seat. Dash bar must be at least 5” away from the firewall and transmission tunnel. **Door bars may not go any further than the front part of the rear wheel tubs.** (Not to the frame). You can add a roll bar behind the driver’s seat mounted to the door or door bar (and/or) to the floor tin. (Not to the frame). You can add one down bar off the driver’s door bar and passenger door bar. Down bars must go straight down to the Sheetmetal and not to exceed 2”x3”1/4” tube, these down bars cannot touch or be attached to the frame at all. A window net will be allowed on the driver’s side. 2 windshield bars are allowed. Inside door bars optional (drivers’ side and passenger side) but must be connected to dash bar and seat bar only. **THE ROLLOVER BAR AND THE ONE DOWN BAR ON EACH DOOR BAR WILL BE THE ONLY BARS ALLOWED TO BE GOING TO THE FLOOR.**

Door, Hood, & Trunk Tie Downs – Doors can be welded, no more than 12 inches per vertical seam max. Nothing wider than ¼” X 3” flat strap. Drivers’ door can be welded solid. You may add a driver safety plate using ½” X 8” flat plate, no longer than 3” past the door seam. Weld or bolt to outside of door only.

Trunks- You will be allowed a total of 24 inches of weld on the trunk seams, 3 inch wide material max. **Absolutely no body shaping or tucking of trunk allowed. No rear window bars are allowed.**

Hood- A maximum of 8- 3/8” bolts to bolt the hood skin together. Rest of hood can be chained, wired, or bolted down, Maximum 6 spots. Only 2 bolts can go to or thru frame at the radiator support. Bolts must go from frame straight up (Not angled) and have the top 5 inches welded to core support. Bolts can go thru bottom of core support only near frame. Max of a 2 inch spacer with hockey pucks at core support. Max bolt size ¾”. The rest of the bolts max size of ¾” thru tin only (**6 inch max length**). Max washer size 6” x 1/4” thick. Hoods must be in stock location. No bending of hood allowed. Hoods must have at least one 12” hole for fire access.

Gas Tank & Battery – Gas tank and battery must be removed, and steel tank placed inside vehicle. 15 gallons maximum. Place in a safe location away from doors. Must be properly fastened to the floor and covered. Gas line securely mounted to the floor inside the car. A gas tank protector may be ran with the dimensions of 24”x24” placed in center location and can be tight to the package tray, wagons included cannot be any further back then factory package tray.



Suspension – Stock suspension/factory parts. In stock location. No fabricated parts. Stock appearing 5 lug rear end, No back braces and No axle savers. You can modify the steering & shifter linkage. One chain allowed, per side, around hump. Can chain around differential housing to body. Stock and working shocks. May run spring spacers for height only, no solid shocks in rear. Rear leaf springs must be stock from the car that can run in the class. No added leafs or leafs on top of main. 4 additional homemade or aftermarket spring bands total per side. Welded rear end OK. Maximum bumper height 28” to the top. Upper A-Arms only can be welded down with 2 - 2” x6” ¼” straps on each side of A-Arms.

Bumpers – Any car bumper can be used. You may run a seam welded internally reinforced bumper on the front. Replica bumpers are allowed, they must fit factory style measurements or a 6x4 flat tube with a skin covering tube, or they will not be allowed. Bumpers can be chained or wired in two spots to the core support. Rear bumper can be wired, 2 spots around the rear bumper. Rear bumper must be a factory rear Mopar bumper for the car. Max bumper height 28” to top, Minimum 16” to the top. Rear bumpers must be mounted in factory location (wagons included). Bumper can be welded directly to frame horn and bumper bracket.

Bumper Brackets-

1. Any factory Mopar bumper bracket can be used in stock location, bracket can be welded first 6 inches of the frame rail, you may plug weld bolt hole in rear of factory bumper bracket.
2. Instead of using bumper brackets you are allowed to use 1- 4inch wide by 3/8” thick strap extending from your bumper down one side of the frame and cannot extend any further back then the first 6 inches of the frame. Plate must remain flat but can follow the contour of the frame.

Tires – Any small center tire and wheel can be used, up to 15 inches. Air inflated only. Valve stem guards and 1 inch lip guards are allowed. **NO SOLID TIRES.**

Engine, Transmission, & Radiator – Engine swapping is allowed. However, they must be in stock location. **You will be allowed to have two engine only tiedowns 3/8 chain max, chain can make one wrap around frame rail or have one link welded to top of frame.** Stock radiator in stock position. Transmission coolers will be allowed but must be properly mounted with metal lines and securely fastened to the floor, away from the driver. Slider drive shafts are allowed. No other bracing allowed in engine compartment. A simple block saver can be used with pulley protector, but not mounted or tied to the frame in any way. It must be bolted to rubber motor mounts and cannot extend to protect or reinforce any other part of the motor. No other protectors will be allowed. **You will be allowed to run a carb halo, cannot be any further back then the distributor, firewall must be completely cut out behind halo. No distributor protectors, No steel tail shafts.**

You will be allowed to run a SFI rated aluminum ultra-bell. Bell housing cannot be used to brace car in any way, or you will be making cuts in trans tunnel.

You must mount transmission off the factory transmission crossmember.

