

## RULES AND REGULATIONS

1. The track officials have the right to reject any entries and to re-inspect any cars at any time, including winning cars if deemed necessary.
2. All drivers must supply their own cars. An entry form must be filled out for each car entered. Drivers may enter only one car in this event
3. !!!Disqualified cars will not receive refunds!!! Also, no refunds for no shows or mechanical failure.
4. Drivers must be 16 years of age or older. Under 18 will require a parent or guardian to sign a release form at the registration table.
5. All cars are to be removed from the grounds after the show.
7. Drivers are responsible for the actions of their crew members. Any driver or pit person found under the influence of alcohol, drugs, or becomes unruly will be disqualified and removed from the grounds. They could be barred from future events.
8. No profanity will be allowed on any portion of the car.
9. All rules are subject to change and the Officials have the FINAL say. It is impossible to list everything that you can and cannot do. We realize that rules will be bent, stretched, pushed to the max and tested with new ideas. Weather any stipulations or variations to these rules are allowed or not is the Officials decision, AND IT IS FINAL !!!!!!!!!!!!!!!!!!!!!!!

## TYPES OF CARS

1. Any hard top automobile or station wagon is allowed with the following exceptions: No Chrysler Imperials before 1967. No convertibles, jeeps, ambulances, hearses or limos.

## PREPARATION OF CARS

1. No alterations to frame or suspension of any kind. Frame seam welding is limited to ONLY the top frame seam from the firewall forward. Frames can be pitched, but under these specific rules. You can cut the weld loose off of the factory flap and pull the frame down and reweld that flap only, you can not add any material and welds are not to exceed ¼ inch.
2. Hoods MUST be open for inspection. They must have a hole above the carburetor at least 4" larger than air cleaner. If stacks are used an 8" hole around each stack is acceptable. Car must have hood unless fan blades are removed. Carburetors must have air cleaners.
3. Factory leaf spring cars must have original number of springs with a minimum of 2" stair step and be of original thickness. No extra leaves.
4. Remove all glass, head and tail lights, and clean inside of car and trunk before arrival at fairgrounds. This applies to metal parts, trash, screws, nails, nuts, bolts and glass. Broken glass inside doors is not permitted.
5. Chrome molding strips, protruding outside door handles, side-view mirrors and emblems must be removed.
6. All rear seats must be removed, including third seat and deck plates in station wagons.
7. Stock gas tanks must be removed and placed inside of car. A portable tank is strongly recommended in place of the original. All tanks must be SECURELY FASTENED to the floor and covered. It must be behind front seat in the rear seating area.
8. Only one battery, any size, is allowed. It must be removed from original position and placed on the floor board of front seat passengers area. It also must be SECURELY FASTENED to the floor and covered.
9. Radiators must remain in the original position or be taken out. Comparable OEM replacement radiators are permitted. Transmission coolers are allowed under the hood or behind the drivers seat. A fan or ice chest may be used for cooling purposes. If ice is used the container should seal good and not leak. All exposed lines and fittings must be covered, secured and have officials approval. An old garden hose or heater core hose works good.
10. You are allowed a four point cage. No tubing or pipe is to exceed 4". You are allowed one bar behind the front seat from side to side. This bar cannot be more than 6" from the rear of the front seat and must be atleast 6" from the floor. You can also have one bar side to side in place of the dash and a connector bar on each side from the front bar to the rear bar. You will also be allowed a gas tank protector, but it has to have minimum of a 4 inch gap between the end of the protector and the rear decking at the back of the passenger compartment, IT CANNOT BE BUTTED UP

AGAINST THE DECKING. The Protector around the gas tank must be within 2" of the gas tank from side to side. You are also allowed a rollover bar. It must be straight up from your seat bar and over the roof. It CANNOT be slanted forward or rearward and it cannot go below the seat bar. There are to be no other kickers from the cage of any kind.

11. Drivers door may be reinforced inside with steel bar, pipe, concrete, etc. Only flat plating may be used to reinforce the outside.

12. No welds on hoods, trunks or tailgates. Doors may be welded solid for safety. Trunks, tailgates, and hoods may be wired or chained, body metal to body metal only. Up to 8 places-double strand maximum #9 gage wire per panel. Hoods can ONLY BE WIRED. If washers are welded to sheet metal to reinforce holes for wires or chains then only 4 places can be used instead of the standard 8 places. You can replace the front two body bolts with all-thread up to ¾" and it can run through the core support and hood. This is only for the front two and does not apply to any other body bolts.

13. Cutting fenders and ends of bumpers is allowed. No re-welding or bolting of fenders. Folding or rolling of sheet metal is allowed.

14. Welded solid or chained down engine & transmission mounts are recommended.

15. No restrictions on tire size. Solids or doubles are allowed. No studs in snow tires and no wheel weights.

16. Cars equipped with electric fuel pumps must have a kill switch mounted at the base of drivers door post and dash area for easy reach by safety personnel and clearly marked ON and OFF. All fuel lines run inside car must be covered or wrapped for drivers safety. An old garden hose or heater core hose works well for this.

17. Rear suspension must be working factory suspension, homemade trailing arms, air shocks or solid shocks are NOT permitted. Shock helper springs and coil expanders may be used to help saggy or worn out springs. Bumper height, measuring from the bottom of the bumper to the ground must be between 12" and 24". Exceptions will be made for pre run cars. Official's decision is final on suspension and height of car.

18. Welded front suspension is allowed as follows: from lower a-arm to the frame or from the upper a-arm to the frame in one place per side only, material must not exceed ¼" thickness x 2" wide. It cannot be used to add any strength to the frame of the car only for suspension height only. Shock helper springs and coil expanders may be used to help saggy or worn out springs. Bumper height, measuring from the BOTTOM of the bumper to the ground must be between 12" and 24". Exceptions will be made for pre run cars. Official's decision is final on suspension and height of car.

19. Late model bumper shocks may be welded, but no extra metal may be added. No home-made shocks and no reinforcement inside bumpers. Both the front and back bumper can be seam welded, but no material can be added. The bumper cannot be completely closed off, we have to be able to see inside of it. Un-welded bumpers that are only bolted on may be wired to core support (not hood) or other body metal in up to 4 places - double strand #9 gage wire max, or a short piece (2) of chain from bumper to frame.

20. Front doors should be painted white for numbering and drivers safety. Special numbers are permitted on a first come basic.

21. Rear section of vehicle may be creased, tucked or smashed, but NOT TIGHTLY. If tucked there MUST be an inspection hole in the trunk lid to clearly see for inspection. No welding or bolting allowed. Chains or wiring may be used as described in Rule #12. Officials have the final decision on this.

22. When replacing body mount bolts, they may not exceed 5/8" in size and not exceed more than 2" past the nut. If original body mounts are removed they must be replaced by some sort of spacer, minimum ¾" thick. (Examples would be a stack of washers, block of steel, wood, etc). Body and frame can not be bolted tightly together without this ¾" spacing.

23. Pre-ran cars are allowed a maximum of 4 patches to the frame as follows. To repair a damaged frame there must be a clear sign of a tear, crack, or extreme bend in need of repair from a previous derby. The patch must not exceed ¼" thickness and cannot exceed the section in need of repair in each direction by 1" max. If repairs are excessive in size or not justified they will be removed completely. Patching a small bubble in the frame or a known bend point is NOT a justified reason to patch. If patching is in question please call for clarification before making any

repairs.

#### RUNNING

1. A working seat belt, helmet, and eye protection are required. They must be kept on until the end of the heat.
2. No deliberate (Full speed ) head on collisions and no deliberate hitting on the driver's door.
3. Vehicles must have dependable brakes at all times or you will be disqualified and shut down.
4. A one minute time limit is enforced by the track officials for restarts and making aggressive contact with another live car. This does NOT mean simply bumping other cars. The key word here is AGGRESSIVE. If you are hung up and making a strong effort to get free you may be given more time. If you are caught sand-bagging you may get less time. There again, this is an Officials decision.

ALL TRACK OFFICIALS DECISIONS ARE FINAL!!!!  
IF YOU HAVE ANY QUESTIONS CONTACT AN OFFICIAL  
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