

2020 RULES AND REGULATIONS For DONNELSON AND MOUNT PLEASANT IOWA

CAR TYPE: OLD or NEW iron

FULLSIZE LIMITED WELD

(FOR DONNELSON AND MOUNT PLEASANT FAIR SHOWS ONLY FULL CRADLES AND TRANS BRACES WILL BE ALLOWED. NOTHING CAN STICK OFF OF CRADLE TO REINFORCE FRAME AND TRANS BRACE CANNOT REINFORCE FRAME. FIREWALL MUST BE CUT OUT AND FULL CRADLE CANNOT CONTACT FIREWALL OR DASH BAR BEFORE, DURING, OR AFTER THE SHOW. MOUNTING PURPOSES ONLY. WINDSHIELD BARS CANNOT BE CONNECTED TO CRADLE IN ANY WAY.

1 INCH BODY MOUNTS WILL BE ALLOWED.

General Rules

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

1. All rules will be followed, or you will not run!! Car and Driver qualify for each race. No changing of car or driver!!
2. Any American make sedan or station wagon can be run. NO Imps, Limos, Hearses all that crazy stuff.
3. Drivers must be 18 years of age and have a valid driver's license. Ages 14 –17 must have a notarized permission slip and some form of driver's license. The person that signs in as the driver/passenger- must be the driver/passenger for that event!
4. Driver must wear seat belt and helmet, along with eye protection.
5. ALL drivers and crewmembers must attend the drivers meeting.
6. 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. You are allowed to plate your drivers door 2" past each seam only.
7. Any open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
8. 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.
9. No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
10. Cars are subject to re-inspection before any prize money is handed out. There is a \$150 pro-test fee and you must be a driver in order to protest. Only drivers in the feature event may pro-test another car. Driver must have cash in hand directly after feature event in order to pro-test. Any controversies will be taken up at the drivers meeting.
11. 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

1. All cars must be stock, unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.

3. All decking in station wagons MUST be removed!!!
4. Tires no bigger than 16 inch, No split rims, No studded tires. Foam filled or Doubled tires OK!!! Valve stem protectors OK. Tires may be screwed to rims.
5. Driver must have a fire coat or non-flammable jacket to wear while driving in event.
6. Driver must have safety approved glasses or face shield. Driver needs to have FULL faced helmets.
7. You must use a radiator and it must be in stock location. All cars must have working brakes.
9. A-arms, ball joints remain stock type Aftermarket oem type ball joints are allowed
10. All trailer hitches and braces must be removed.
11. Original gas tanks must be removed. You must use a boat tank or well made fuel cell and it must be properly secured 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.

You may build a mount on the floor for your tank not to exceed 36" wide centered in the back of car. Bolted to floor sheet metal only.
12. Transmission coolers will be allowed, but must be safe and properly secured.
13. Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered.
14. 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.

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CAR BUILDING:

1. NO welding will be allowed on any part of the body or frame. The only welding allowed is in the below rules. If your car is found with any weld, other then what's allowed, you will not run!!
2. Doors may be chained, wired, bolted or welded shut and must be sheet metal to sheet metal. Welding of Outside of doors only will be allowed. Must weld 5 inches, skip 5 inches, weld 5 inches, etc. Use no bigger than 3 inch wide material for welding doors shut. Drivers door may be weld shut inside and outside solidly with no bigger then 3" strap material.
3. For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X, you may also have a bar across your dash, you may connect the dash bar to bars behind seat across the inside of front door only, you may also weld your steering column in, you can also weld a plate across the driver's door not to exceed 2 inches past each seam. You may have a roll loop behind the seat, which must be welded to the top of the frame or floor and welded or bolted to the roof – no kickers going to the back or front of the car. Back of cage including roll bar, can only be in front of body mount located in back seat area. Mopars can only be in front of spring mount.

You will be allowed 2 down bars on the inside on driver's and passenger's door going down from the inside cross bar. Down bars must be behind inside of front door interior seam or will be cut out. Welded to top of frame only.

Gas tank protectors must be NO wider than 30 inches across the back- 6inch tall on back. Tank Protector can only be attached to back seat bar with nothing attaching up or down to body/frame/ cage. You may gusset to back seat bar only. Must be 4 inches off floor and stay below where speaker deck attaches to floor! You are allowed a loop up off your gas tanks protector, but must be straight up and not angled. Nothing higher up than 4 inches above gas tank. Loop can't attach to anything but the tank protector.

*****YOU MUST HAVE A BAR/PIPE FROM DOOR POST TO DOOR POST WELDED MINIMUM, IN ORDER TO RUN.

BUMPERS:

4. Bumpers are interchangeable. Any Automotive bumper and bumper brackets may be used on any car. No homemade bumpers! (Factory Size Replica bumpers are ok as long as they have a factory chrome skin on the front!) Brackets may only be 12" long from end of frame. Homemade bracket may be 4 inches wide x 12" long and make out of ¼ inch material only. You may trim bumper ends or fold them around. Bumpers and brackets may be welded solid. Bracket are interchangeable from car to car. you'll be limited to a 12 inch bracket from end of frame. Brackets must stay factory length or can be shortened but you CAN'T stretch out brackets to make longer. Bumpers may be stuffed inside of Original bumper only. Bracket can be welded solid but can only be welded to 1 side of the frame, don't wrap bracket unless it came out factory that way. NO Brackets may be stuffed inside of the frame rail. Welds may be 1/2" wide beads that means no more than 1" total width from weld to weld added to height of bracket. And 1/2" of weld on backside of bracket.

You may have 4 spots wire or 3/8 chain from front bumper to radiator support- 4 spots from rear bumper to trunk lid. Front brackets on front only!!! Bumpers can NOT be any higher than 30 inches from top center. Bumpers can NOT be lower than 18 Inches from top center of bumper. Frame must remain straight for bumper measurement. This rule is to help cut down of the issue of roll over and safety of this issue.

HOOD/TRUNKS:

7. **Hood must have at least a 12-inch square hole cut out in cast of fire. You will be allowed 8 spots to hold the hood down (bolts, chain or wire); you MUST have at least 4 spots holding hood down- hood hinges don't count! You may have up to 1" all thread –2 may be used from the hood down to the frame, but must go through the front body mounts. Chrysler products may run all thread behind radiator support down to top of frame and be welded to top of frame with no added material – All thread may pass thru frame. Hood hold down spots must be sheet metal to sheet metal. Hood must be open for inspection. Plates for hood bolts cannot exceed 5x5x1/2 inch. Hood bolts can be up to 1 inch in diameter. Only allowed 8 spots total to hold down hood- chain- wire- bolts- etc. You are allowed 12-3/8" bolts to bolt hood skins together.

8. You can fold hoods or trunk decks over but 60% of the hood or trunk lid must be in factory location. Tucking of roofs are allowed but only on factory coil spring wagons. Can tuck roof to top of rear quarter panels. You may chain/wire roof to top of rear quarter panels in 2 spots on each side. No rear window bars allowed.

9. 2 - 1" All-thread may go from the trunk lid to frame. All thread may be welded to side of the frame 4" total may be welded nothing more or you will remove the all thread completely. You may use wire in 2 spots with 4 loops from trunk lid and may go around the frame with the wire. CAN'T DO BOTH.

10. Trunk lids and tailgates may be welded but only in factory location. No welding of tucked area or no welding of sheet metal folded over trunk lid. You can weld 5 inches skip 5 inches using no bigger than 3 inch wide materials.

BODY MOUNTS:

11. Body mounts must remain stock, no adding of body mounts. You can replace the bolt with 5/8 inch bolt, bolt must be up inside of frame as factory with nothing up inside frame except 1- 3x3x1/4" thick washer then a nut and a 4x4x1/4" thick washer on top of floor. No added body mounts allowed! YOU may use a solid mount between body and frame. The mount spacer can't be bigger than 2X2 and must be 1 1/4" tall pipe or tubing. NO welding of body mount spacers. Nothing can act like a gusset of any kind!! Radiator support spacer can be welded either to top of frame or to bottom of radiator support body/sheet metal. 2x2" max tubing can be used for core support spacers.

12. If you use all-thread in hood or trunk, the body mount rubber may be replaced with a steel body mount same thickness as factory rubber mount- 1 1/4 inch

Radiator support spacer can't be any taller than 6 inches

SUSPENSION:

13. Suspension must be at stock. Leaf springs must be stock, Stock springs only! 2 inch stagger in back of rear end and a 1 inch stagger on the front of rear end on all leaf springs. You can put spacers in sagging coil springs to get your height. You can loop chain or wire from rear end or springs to frame in 2 spots on each side. No bigger than #9 wire or 3/8" chain or cable may be used. You may double your coil springs. Leaf spring cars will be allowed 6 clamps on each spring pack. The clamps may be home-made. Home-made clamps not to be larger than 2 inch wide by 5 inches long. No more than 9 leaf springs in any car! This includes tow package springs!

14. Rear end control arms can be reinforced or homemade. If you run homemade must not exceed stock size and must use rubber type bushing as do factory control arms. No exceptions no welding solid to frame or package tray must bolt in as they would factory.

15. You can use a braced rear end, axle savers, and aftermarket axles as well. No bracing can act like a gusset to frame or re-enforce the frame in any way. All components and or bracing off the rearend must be a minimum of 5" away from frame. You can use a spool inside the rearend to make posi-track. You can swap out rear ends from a different car. You may change rears from one car to another. Gm to ford, Ford to Gm, Mopar to Gm, etc.

Watts conversion is allowed, brackets may be lightly welded to the frame in factory location only. Upper conversion brackets must be 2 separate pieces and must be at least 4" away from the inside of humps. 5 bolts allowed on each upper bracket max. Bolts may only go through package tray not the body of the car. Lower mounts 5" long attached to frame max must not strengthen frame in any way these are to attach your lower control arm to only. Anything excessive will be removed completely.

16. YOU may use a 8 lug rear end as well. Rear ends must bolt up to factory brackets of car.

****17. Front A-arms may be welded down with 2"x5"x1/4" max strap. 1 per side of upper a arms only. 4 total per car. Or you use 1 3/8" chain with 1 link welded to frame, ovetop of A-arm and 1 lik welded to frame. NO gusseting of links and must be 2" away from ball joint and it's mounting brackets. No other welding. Not to be excessive.

ENGINE MOUNTING:

18. Engine mounts may be welded to engine cradle. Engine must be mounted in stock location. You may use a front lower engine cradle mount to mount your engine. NO full cradle will be allowed!!! No midplates, no carb halos, lower cradle only anything else will be removed!

19. Use motor and tranny of choice, motor must be in stock location. You may chain or weld motor and tranny to keep in place (don't strengthen the frame). You may use any factory crossmember to mount transmission or a 2x2x1/4 max tubing. If relocating crossmember your only allowed 2x3x5 angle to weld to frame. NO Tranny Braces. NO steel bells or steel tailhousings.

20. You may have a 2-3/8" chains from the motor head to frame and you may weld 1 link of chain to top of frame under motor only next to A-arm on front side of motor.

STEERING:

21. Tie-rods, A-arms, ball joints and all other steering/suspension must remain oem type. You may run a factory size tube for tie rods. Steering column may be changed to aftermarket shafts. Steering knuckles, homemade steering shafts, etc are ALLOWED.

FENDERS:

22. You may cut wheel wells for tire clearance. Fenders may also be bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender.

23. For safety, ** Hardtop cars may have a 4 inch wide strap welded at the door post to the roof. You must have 2 bars, wires or chains in windshield from roof to dash for safety reasons. 5" allowed to attach to roof and 5" to cowl/firewall for window bars.

Misc.:

24. You can run shifter through floor and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump – must be hooked up to your ignition switch – so when your car shuts off – it shuts off.

25. You are allowed 2 spots with 4 loops of wire in each window opening and may go to the frame. No welding washers around holes on car body. You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8 chain/cable in 1 spot only. This must go around the frame, this can not be bolted to the frame.

***26. NO Distributor cap protectors or Full cradles!! YOU are allowed a front lower cradle and pulley protector. Gas tank protector are allowed, no wider than 30 inches, It must run straight back from rear seat bar in center of car and must be 4" off the floor. Gas tank can't be connected to protector unless gas tank is mounted to top of protector and not to floor. Protector must be free floating- not connected to anything but back bar! Aftermarket gas pedal and brake pedals are allowed as long as not used to re-enforce car!!!! Must be mounted to cage or body. Not to frame or used as a gusset to re-enforce the car in any way.

***29. No frame shaping except to beating in the sides only of rear arches over tires. Nothing else. Body shaping is allowed but no double rolling of body lines. No bolting, welding, wiring, etc of body lines.

30. You must have 2 bars or wires from roof to dash in windshield for safety. Window bars can only be 3 inches wide with 5 inches on roof and 5 inches on dash.

31. Sliding Drive shafts will be allowed along with a pinion brake. Pinion Brake can only have 1 strap welded to rear end tubes on each side but must be welded next to center carrier only!! No gussets off straps!!

32. Cold bending of frames will be allowed, you may Not plate where you cold bent frame!

33. You may cut of front frame rails, but the factory body mount bracket/hole in frame must be there completely. No relocating any part of frame, suspension, body mounts, etc.

Top frame seam from a arm forward maybe rewelded 1/2 wide bead max

14" of frame seam welding will be allowed behind a arms. No more than 14" this will be measured! if you went excessive you will blow the access weld out completely through the frame. Do not go over. Must be painted with orange paint. If there's no orange paint I expect there's no frame seam welding, if it's found and not painted it will be blown out with the torch or loaded. Don't abuse or this will go away. 1/2" wide bead.

RUST REPAIR & FRAME REPAIR:

34. You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 3/16 inch or less. You are allowed to weld the patch 2 inches past the rusted out area, leave the rust in place. If rust patch is excessive it will be cut! Leave 2" of the patch not welded so we can see how thick it is or we will drill holes as we see fit. Rust patching is to be used to save a rusty car from being junk if it's abused it won't be allowed anymore. If we can't tell that it was rusty or you went too far past the rust it will be cut off.

03/newer specific rules

Must use factory aluminum cradle that came in car. NO MODIFICATIONS ALLOWED TO CRADLE, NO REMOVING OR ALTERING CRADLE IN ANYWAY OR YOU WILL BE LOADED!

For example

Factory uppers and lowers must be used

Factory spring pocket must be used.

Factory bolts to bolt in cradle must be used.

You may use a factory 80s steering box. (THE WAY YOU CAN MOUNT)

- Use factory box and factory bolts to that box to mount to side of frame.
- NO extra metal may be used anywhere while installing box. (UNLESS STATED)
- You may drill 3 holes in your frame to mount your steering box.
- You may sleeve your bolt and butt weld to sides of frame only (NO OTHER WELDING)
- Centerlink stabilizer mount may be welded to side of frame, Single pass weld, NO EXTRA METAL!

Do not abuse, all factory holes must be left in frames no pinning of frame you may sleeve the steering box bolts and that's all.

Steering Components

Factory Centerlink, tierods, tierod ends, pitman arm must be used. NO AFTERMARKET ALLOWED!

Cradle and Mounting of motor

- You will be allowed to make a drop in cradle to mount your motor that will fit directly over top of the aluminum factory cradle.
- You may use ¼ in metal to lay on top and both sides of factory aluminum cradle. (not the bottom, not the frame.)

- NO PART OF THE DROP IN CRADLE MAY BE WELDED TO THE FRAME! MUST BE CONTOURED TO THE CRADLE ONLY!
- You must use the 2 factory bolts on each side of the frame that hold the aluminum cradle in to mount your drop in cradle. (NO OTHER WAY WILL BE ALLOWED TO SECURE YOUR DROP IN CRADLE TO MOUNT YOUR MOTOR) 4 BOLTS SHOULD BE THE ONLY THING HOLDING THAT ¼ INCH METAL DROP IN CRADLE.
- The metal may only extend 1 inch past the factory threaded rod that holds your cradle in on top of the frame.

DO NOT TAKE MY KINDNESS FOR WEAKNESS. ANYTHING THAT DOES NOT FIT THESE 03 RULES WILL BE CUT OR LOADED. ANY METAL OTHER THAN WHAT IS ALLOWED FOR DROP IN CRADLE WILL BE CUT OR CAR LOADED. METAL MAY NOT PROTRUDE FROM CRADLE ONTO FRAME AT ANY LOCATION.