

Lee County Rules for 2017

Saturday, July 8th, 2017 – 7:30 p.m.

For questions concerning car/truck preparations-contact Brian Hartson (319) 470-8538
For any other questions-contact David Hoenig (319) 470-9248)-fairboard member in charge of derby

DERBY CLASSES:

Bone Stock	1st \$2200	2nd \$1200	3rd \$700	4th \$500	5th \$300
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*minimum of 15 cars for this payout

*If we have 25+ cars we will split feature and payouts will be for each feature as follows:

1st \$2000	2nd \$1000	3rd \$500	4th \$300	5th \$150
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Compacts

1st \$1000	2nd \$500	3rd \$300	4th \$200	5th \$100
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*minimum of 10 cars for this payout

Mid-Size

1st \$1000	2nd \$500	3rd \$300	4th \$200	5th \$100
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*minimum of 10 cars for this payout

* AMC Pacers, Gremlins, Spirits, etc will be allowed to run in this class

Compact Truck/SUV/Mini Van Class

1st \$1000	2nd \$500	3rd \$300	4th \$150	5th \$75
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*minimum of 10 cars for this payout

4th Annual Tyler Saxton Memorial “Mad Dog” Award...we’re doing it different this year...instead of 1 over-all winner of the night winning \$500, we’re going to pick a mad dog out of every class and each will win \$100 a piece. (so 6 winners instead of 1)

All cars and trucks must be thru the line and inspected by 6:00. Be early & on time or you will not run. Gates open at 2:00.

PIT PASSES FOR DRIVERS AND CAR THIS YEAR ARE \$25 EACH...but for \$25 you can enter into all 6 classes with 6 different cars if you like...but, you must be the driver in all 6...this is only good at fair derby!!!) FOR EVERYBODY ELSE (SPECTATORS) PIT PASSES ARE \$20 EACH--- NO AGE LIMIT---SO IF YOU WANT TO BRING YOUR 5 YR OLD OUT INTO THE PITS, YOU CAN, BUT YOU ARE RESPONSIBLE FOR THEM!!!

GENERAL RULES

- 1) All rules will be followed or you will not run!
- 2) If your car does not pass inspection, you will be given one chance to fix or change what is wrong and come back thru inspection. (once)
- 3) Drivers must be 18 yrs of age and have a valid drivers license. Ages 16 & 17 must have a notarized permission slip and some form of driver’s license.
- 4) The person who signs in the car must be the driver for the event.
- 5) Drivers must wear seatbelt, helmet, and eye protection of some sort at all times (long sleeve shirts & fire suits are recommended). All drivers must sign the waiver & entry form before competing.
- 6) Drivers must remain in the vehicle with seatbelt, helmet, and eye protection on until notified by an official that it is safe to exit.
- 7) Do not hit the driver’s door! Sometimes it happens, but if it looks intentional or careless, you will be disqualified. Don’t use your door as a shield. You will be disqualified for repeated use.
- 8) No sandbagging or holding.
- 9) You must make an aggressive hit/contact within 60 seconds. You will be given 1 minute for restarts and for hang-ups.
- 10) If you have 2 fires of any kind that require extinguished, you will be disqualified.
- 11) No covering the underside of your car with mud. No painting, undercoating, or greasing of the frames. If you do, you will not be inspected and you will not run.
- 12) No hot rodding in the pits. Keep it to an idle.

- 13) All drivers & crew members must attend the drivers meeting.
- 14) Any questions or controversies will be taken up at the drivers meeting.
- 15) Any questions give us a call first. If it doesn't say you can do it, don't do it.
- 16) Officials' decision is final!
- 17) **HOODS MUST BE OPENED FOR INSPECTION!!!**

GENERAL CAR PREPARATIONS (applies to all the classes)

- 1) All cars must be stock unless modification is stated in rules.
- 2) All glass, plastic, chrome, pot metal and interior must be removed.
- 3) All decking in station wagons must be removed.
- 4) Clean all glass and junk out of the bottom of the doors and trunk.
- 5) All flammable materials must be removed except for safety padding & drivers seat.
- 6) No mud, fresh painting, undercoating, or greasing of the frames.
- 7) No split rims. Foam filled or doubled tires OK- we don't want any flats. Valve stem protectors OK.
- 8) You must use an OEM radiator and it must be in the stock location. Over-flow coolant hose must point down.
- 9) All cars must have working brakes.
- 10) A-arms, ball joints, and tie rods must remain stock.
- 11) All trailer hitches and bracing must be removed.
- 12) Original gas tanks must be removed. You must use a boat tank, or well made fuel cell, and it must be properly secured. **NO GAS CANS!** Fuel line must be properly secured. No fuel lines hanging under the car (keep them away from the exhaust). Place fuel cell behind driver's seat or in center of car. If you need to use the org. tank, do to the fuel injection system, you will be allowed to. Just make sure it is properly secured. If you are running an electric fuel pump, it must be hooked up to your ignition switch – so when car is shut off, it shuts off.
- 13) Transmission coolers will be allowed. You may hang it in the air or submerge it in a cooler (or something uquivalent) of ice/water. Just make sure it is safe and properly secured down and that the lid is secured shut before you pull out onto the track so that no hot water gets splashed on you or anyone else.
- 14) Batteries must be moved to the passenger floorboard (close to transmission). They must be properly secured and covered.
- 15) For driver's protection, you **MUST** have a bar behind your seat from doorpost to doorpost. You **MUST** also have a windshield bar (from the roof to the dash). For the guys who want more protection... **AND**
 I RECOMMEND IT...you may run a bar across your dash area, from side to side. You may then connect these two bars with another bar on both the pass side and the driver's side. What you end up with is a simple 4-sided protective (simple) cage. **NO KICKERS OR DOWN TUBES! NOTHING ATTACHED TO THE FRAME!** You may run a roll-over bar (halo bar) and this can be incorporated into the rear bar. This can be welded to the frame on the bottom. You may run a plate on the outside of the driver's door (but it may not be wider than 6 inches and it may not exceed 6 inches past the door seams). **CAGE MATERIAL NO LARGER THAN 3" DIA ROUND TUBING OR 3" SQUARE TUBING!!!**
- 16) All vehicles must have a roof sign displaying their number (minimum 15x15). You must also paint your number in bright, contrasting colors on both the drivers' door and the front passenger door. This is required for judging & recognition.
- 17) You may patch rust holes in sheet metal with sheet metal only. Do not cut the rust out. Weld 2 inches beyond the rust.
- 18) You may patch frames with 1/4 thick metal. You must drill ½ dia holes in the plate so we can see the rust behind it. Maximum patch length is 8 inches. No doubling of patches. Four patches max per car. If we feel you are plating the frame just to plate the frame, we will make you cut it off or you will not run.
- 19) Weld in wheel centers for your rims are ok. (in all the classes)

- 20) No after-market or home-made foot pedals/or hand throttles in the "Bone Stock" class. Must use the factory pedal.
- 21) For those of you worried about someone driving thru/in your rear window/hatch, you may run #9 wire from the top of your roof to your trunk floor/rear bumper. You may do this in 2 places. (run 3 or 4 loops of #9 from your roof to your floor/bumper and then twist her tight!!!)
- 22) NO square tubing, pipe, angle iron, or steel bar stock to be used.

Any questions---call!!!

BONE STOCK

- 1) You may run any year car.....**NO** Imperials, Suicide Lincolns, ambulances, limousines, hearses, etc
- 2) All glass, plastic, chrome, pot metal and interior must be removed.
- 3) All decking in station wagons must be removed.
- 4) Vehicles must be swept clean of all debris.
- 5) **ABSOLUTELY NO ALTERATIONS TO THE BODY OR FRAME!!! (EXCEPT FOR THE FOLLOWING...** You may prebend the rear of your car. (which means you may get the rear of your car going upward---prebend across the car...as if you were using the bucket on a tractor or skid loader). **DO NOT** beat the trunk or speaker deck in like the guys do on the new style Fords. You may beat in the quarter panels after prebending your car up. If you don't know what I mean by this... **CALL ME...** Other than that NO creasing or body line forming. No sheet metal shaping. Body and frame is to remain completely stock otherwise!!!!
- 6) Deck and hood must be 100% in stock location and must open for inspection.
- 7) Anything can be removed, but **NOTHING** can be added.
- 8) You may fasten your doors, deck lid, and or tailgate with #9 wire. 4 strands/4 places per seem. You may install 4 hood bolts. (no larger than ¾ all-thread. The front 2 may pass thru the radiator support.) Hood washers can be no bigger than 5x5x1/2 thick.
- 9) Body mounts and spacers are to remain stock and in place. **(No removing body mounts and cinching body down to frame or replacing them with solid mounts)** If the bolts are broken/ rusted thru, you may replace them with the same size bolt/ all-thread using no bigger than a 3 inch washer. Do not go thru whole frame, just thru the top of frame like original.
- 10) **NO** welding on frames allowed.
- 11) **NO** suspension modifications allowed. Must remain strictly stock.
- 12) **NO** performance parts or engines allowed. Stock only!!! Engines are subject to a \$500 claimer by the officials. So if you wouldn't sell your engine for \$500 before the derby, don't bring it. The only acceptable upgrades are timing chains, headers, your basic tune-up, etc. No aftermarket performance in-takes, carbs, ignitions, etc-etc.
- 13) Only the lower stock engine mounts may be welded or chained.
- 14) Stock rear ends only-OEM for that car. (No putting a 9 inch under a newer Ford etc. Rear end gears may be welded.
- 15) Floor shifters and headers allowed.
- 16) **NO** engine cradles, slipshafts, or protectors of any kind. No aftermarket parts of this nature allowed.
- 17) You may swap engines, ie...Chevy in a Ford, but it must be a stock engine. Stock LS motors are ok to run.
- 18) You must run the stock automatic transmission. **NO MANUALS!** (No swapping out the automatic transmission for a 3 or 4 speed manual) ---unless you're running that old of car that came with one---

- 19) Cages/ halo bar...see #15 under general car preparations.
- 20) Gas tank and battery must be moved and secured inside the car. Tank behind the seat and the battery on the passenger front floor.
- 21) Transmission coolers will be allowed. You may hang it in the air or submerge it in a cooler (or something equivalent) of ice/water. Just make sure it is safe and properly secured down and that the lid is properly secured shut before you pull out onto the track so that no hot water gets splashed on you or anyone else.
- 22) You may weld on a steel bumper. You may only weld back 4 inches from the back of the bumper. Single pass only. You may also run a small chain from your frame to your bumper to keep your bumper from falling on the ground in case your bumper breaks off.
- 23) Shocks may be collapsed and welded. Single pass only. Or you may chain on the bumpers. One piece of chain bolted from the mount to the bumper.
- 24) No tire restrictions.
- 25) Brakes must work.
- 26) You may run an electric fuel pump.

So to sum it up--- the only welding allowed is on the bumper shocks, engine mounts, safety cage and the rear-end.

COMPACT CARS

- 1) Any car that has a wheelbase of 106 inches or less and came factory with a 4 cyl. engine.
- 2) You may run a 6 cyl. engine but it must be a car that came factory with a 4 cyl. engine. (example: Chevy Celebrity, Ford Fairmont, etc.)
- 3) No AMC's! (no Pacers, Gremlins, Spirits, etc) These will be allowed to run in the mid-size class.
- 4) You may run a 4wd car, but you may only run it in 2wd. (must remove the rear drive shaft etc)
- 5) You may weld the doors, trunks, and hatches solid (on the outside only). You may use filler rod, (no bigger than 3/8 in diameter), or flat stock, (no wider than 3 inches and no thicker than 1/4 inch), to do so.
- 6) If you do not weld your doors, trunks, or hatches, you may use #9 wire or chain (no larger than 3/8). (4 places per seam)
- 7) Hoods must open for inspection.
- 8) You may bolt your trunk down thru the drip rails using 3/8 or smaller bolts/all-thread. (10 places)
- 9) You may fold your trunk decks over, but 60% of the deck must be in the factory position.
- 10) You may lay your trunk lid on the trunk floor and wire it down with #9 wire in 4 places. (3 loops)
- 11) You may run 2 metal straps or wire from the trunk lid (or tailgate) to the rear bumper. 2" wide by 1/4 thick max.
- 12) You may bolt the hood and trunk outer skins to the inner structure using 1/4 bolts.
- 13) Hood must have at least a 12-inch hole cut in it, in case of a fire.
- 14) You are allowed up to 8 hood bolts, no larger than 1/2 inch in diameter. Six of them may be bolted thru the frame (but not welded to the frame). You must have at least 4. Hood washers can be no bigger than 5x5x1/2 thick.
- 15) After inspection, you may wire your hood down to the bumper in 4 plcs with #9 wire. (4 loops max)
- 16) Bumpers are interchangeable. Any automotive bumper or bracket may be used. **DO WHATEVER YOU WANT TO THE INSIDE OF YOUR BUMPERS, BUT THE OUTSIDE MUST REMAIN STOCK APPEARING.** No homemade bumpers. Since the bumpers are that much stronger and heavier, you may replace the stock bumper shocks (that slide into the frame) with pipe or solid round stock/square tubing. You may extend them into the frame approximately 12 inches. You may weld or bolt (or both) the bumper brackets/towers to the frame. You may weld the bumper brackets & shocks to the bumper. You may weld the shocks to the shock towers. You may collapse the shocks & weld them solid. You may trim the bumper ends, or fold them around & weld them. You may weld the bumper seams, and you may weld the outer chrome skin to the bumper frame itself.

- 17) You **may not** weld the bumper to the body.
- 18) You may plate your front frame (on one side of the frame only) using up to ¼ inch thick steel from your feet forward. (So basically from where the sub-frame bolts up (or welded) to the car, forward). Sub-frame connectors are allowed.
- 19) Frame and sheet metal repair...see #17 and #18 under general car preparations.
- 20) You may bolt the floor seams together on the inside of the car using 1/4 bolts.
- 21) You may cut your wheel wells out for clearance and bolt them back together using 3/8 or smaller bolts. (5 plcs)
- 22) You may weld your rear-end. Stock rear-ends only in this class.
- 23) You may foam fill or double your tires.
- 24) Suspension--- must be stock---and stock height. No coil to leaf spring conversions. Leaf springs cars must use stock leafs but you may re-clamp the leaf springs. (4 clamps per spring- homemade or factory. Homemade clamps cannot exceed 2x4x1/4 inch). You may put spacers in sagging coil springs to get your height. You may wire coil springs in to prevent them from falling out.
- 25) Cages/ safety bars/ halo bars (for driver's protection) ...see #15 under general car preparations.

MID-SIZE CARS

- 1) Any car with a wheelbase of 108 inches or less. (example: Chevy Lumina, Monte Carlo, Buick Regal, etc) AMC Pacers, Gremlins, Spirits, etc **WILL BE ALLOWED** to run in this class. Factory spec wheelbase lengths will be used.
- 2) You may run any engine and tranny combo that you like. Rear-ends and suspension must remain stock.
- 3) All other compact and general preparation rules apply.

COMPACT TRUCK/ SUV/ MINI VAN CLASS

(these rules were copied from another sight, so if you have any questions, please call. All other general preparation rules from page 2 apply).

1. Any (single wheel) compact truck, small explorer, S-10 blazer, small bronco, etc, with 2 or 4-wheel drive. Any 4-wheel drive used must run with front drive shaft removed. Front suspension may be Coil or Leaf spring and straight axle on front is ok. No wooden beds, steel flat beds, dump beds or camper tops allowed. **Extended cabs are allowed.** Dodge Dakota's with 4 or 6 cyl. are allowed, No V-8's.
2. Trucks must have a hood, OEM bed and doors. Frame must be stock form with no plating or reinforcement.
3. Remove all glass, head, and tail lights, and **clean inside of cab and bed before arrival at fairgrounds.** This applies to metal parts, trash, screws, nails, bolts, and glass. Broken glass inside doors is not permitted. Chrome molding strips, outside door handles, side-view mirrors and running boards must be removed.
4. Only original OEM bumper for that vehicle is allowed on the rear. If no rear bumper is used, then frame rails must be covered by sliding tailgate down. No exposed ends of frame rails on front or back. Front bumper can be original OEM or replaced with a front car bumper. Minimal plating (¼ inch thickness) will be allowed to attach bumper to frame rails. Do NOT get carried away as we will make you cut anything we feel is excessive. Stock style flat bumpers may be used on the front and rear. No special homemade bumpers (like tubing), trailer hitches or fifth wheel plates. Corners of bumpers are allowed to be cut or smashed in. Bumpers may be wired to core support in up to 4 places to prevent them from falling off. Double strand #9 gauge max.
5. Suspension **must** remain stock. No stiff suspension, lift kits, spring blocks, reversed shackles or working air shocks allowed. No more than eight leafs per side with 4 clamps (2 front & 2 back). Leaf springs must be stair-stepped at least 2" down from the main. No main over main or short shocking.
6. Fiberglass caps on any vehicle must be removed.
7. Tailgates on Explorers, Blazers and Broncos can be welded same as trucks.
8. Welded solid or chained down engine and transmission mounts are recommended. Transmission coolers are allowed inside the engine compartment and inside the cab. If placed in cab they must be covered or sealed in a container or have a **barrier between it and the driver.** It must protect the driver from being sprayed in case of a leak.
9. Radiator must remain in original place or be taken out.

10. Battery (only 1) must be moved to the floor inside the passenger's area, **secured** and covered with a non-absorbent material.
11. Stock gas tanks must be removed and discarded. A small portable tank or fuel cell is required. It **CAN NOT** be placed inside the cab on trucks. It must be mounted in the center of the bed directly behind the cab on a fuel tank plate. The plate must be mounted to the bed floor from frame rail to frame rail. It cannot extend past the frame rails, be more than 18" wide or 1/2" thick. It must be bolted through the frame at the 4 corners. The tank must be **securely** mounted to the plate and covered with a non-absorbent material. Sides may be added to the plate to form a box if desired. Maximum of 4 gallons of gas are allowed. If equipped with an electric fuel pump, you must install a kill switch near the base of the driver's door post and dash area within easy reach for **safety personnel**.
12. When replacing body mount bolts, they may not exceed 5/8" in size and cannot extend more than 1-2" past the nut. No extra body or bed bolts may be added. Maximum of 8 allowed and they must be in factory stock location. Washers and plates are limited to 3" in diameter unless patching rust holes. You may use same thickness of metal and repair up to 1 inch larger than rusted out area. This goes for body and frame alike.
13. Truck cab and bed can be bolted together in 4 places. The bolts can be no larger than 1" and the washers 5". Truck bed may be welded to the cab, bed sides only (3/16" thick by 6" wide straps/plates max).
14. Driver's door may be reinforced inside with steel bar, pipe, concrete, etc. Only flat plating may be used on the outside of the driver's door. It is **MANDATORY** that the inside door panel on driver's door be left on or replaced with padding for driver's protection.
15. Driver's compartment **MUST** be reinforced with a 4 bar enclosure - 2 long bars, one directly behind the driver's seat from one side of the truck to the other, one across the dash area, 2 shorter ones across the 2 doors connecting the 2 longer bars. That's 4 bars only, no extra bars and no layering of extra bars. You can also build a roll bar off of the bar behind the seat and attach it to the roof. Materials used can be no more than 4" in diameter.
16. You are allowed up to 8 hood bolts, no larger than 1/2 inch in diameter. You must have at least 4. Hood washers can be no bigger than 5x5x1/2 thick.
17. Doors and tailgate must be secured by wire, chain or vertical welded seams. Bottom of tailgate may also be secured by bolting or welding a piece of angle iron on the inside where the tailgate meets the bed. Angle iron can be no longer than 24" and be no larger than 3"X 3" X 1/4" thick. If bolts are used, they cannot pass through the frame. Sheet metal to sheet metal only. Outside vertical seams of tailgate can be welded. If plated it cannot be wider than 3" and 1/4" thick. Inside vertical seam can also be welded but no plating can be used.
18. All trucks must have a minimum 12" hole in the hood above the carburetor. Hoods must remain on trucks. Fan blades must be covered and carburetors must have air cleaners.
19. A strong wire or nylon mesh screen is permitted on driver's door and the windshield area.
20. Doors should be painted white for numbering unless a roof sign is used. You can use your own numbers, on a first come basic.
21. Cutting fenders for wheel clearance is allowed. No re-welding or bolting of fenders. Folding or rolling the sheet metal is ok.