

Ultimate Derby Summer Modified Set of Rules
Promoted by – UD
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General Rules

1. ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN.
2. Any American make car can run with the following exceptions; No 2003 or newer FoMoCo frames, No 1970 or older Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, limousines, etc.
3. All drivers must sign the driver's paperwork or they will not drive in the event.
4. Driver must wear a seat belt, helmet, FIRE SUIT JACKET (no more exceptions to the fire jacket rule).
5. All Drivers and Crew Members must attend the drivers meeting.
6. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
7. You are given 1 minute to make an aggressive hit. After 1 minute that particular car will be disqualified, not the team. You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit.
8. No drivers are allowed alcohol - period. If you are wearing a driver's band and drinking any form of Alcohol -YOU (if team event AND YOUR TEAM) WILL BE DISQUALIFIED.
9. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the Ultimate Derby staff only. Everyone else will stay back until cars are deemed to be legal.
10. There is a \$250.00 protest fee, and you must be a driver in the main event to protest another car or team's car. Driver must have cash in hand directly after the feature in order to protest. If the car is found to be illegal it will be disqualified and (if it is a team event the ENTIRE TEAM WILL BE DISQUALIFIED).
11. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
12. Any questions, give me a call: Jeremy Baker 573-470-8170. If these rules or a phone call to us does not say you can do it THEN DON'T. We can't stress enough to call first.
13. Judges decisions are FINAL!!!

IF THE RULES DO NOT SAY YOU CAN DO IT YOU CAN'T!!!!!!!!!!!!

Car Preparation

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
7. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
8. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car or team will not run!!

Frame

Bumper

Bumpers are interchangeable. Any automotive bumper and bumper brackets may be used on any car, but no more than one set of bumper brackets may be used. You can weld bumper brackets or towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with ½" bolt or less, and it must be done vertically.

** No brackets are allowed to extend any further back than the very front most part of your top-front a-arm bracket factory weld.

Instead of using bumper brackets you are allowed to use 1- 4" wide x 3/8" thick strap extending from your bumper down one side of the frame and cannot extend any further back than the very front most part of your top-front a-arm bracket factory weld. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape this is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point. Do not abuse this rule you will cut it.

You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid we do not want them coming off. No welding bumper to the body in any fashion, except on a 71-76 GM Wagon Rear bumper it may be welded to the body if still in factory location. Bumper height not to exceed 24" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or frame. Bumpers must be in stock location.

Front and rear bumpers may have 4 loops of wire from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame). These cannot be placed in front of the radiator.

If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" Overall the bumper cannot exceed 12" wide at the tip of the point. The point may only extend out 4" from the flat part of the bumper.

The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.

Frame Shortening

You may shorten the front frame on a FoMoCo or GM on the front frame only. You may cut the frame off flush with the front edge of the body mount hole. If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it you will not run.

Frame Welding

All cars - Re-welding of all factory welded seams from the back of the front most vertical seam in the body mount area under the doors. Chryslers may weld from the back of the body mount bracket under the doors in the firewall area. 1/2" wide weld bead maximum.

Factory K-Member cars can weld the K-member solid where they can achieve a bead with no filler metal.

Rust Repair

Call before fixing any rust on the frame. The rust can be cut out a piece cut exactly to the hole size may be butt welded in.

Frame Shaping

The only frame shaping that will be allowed on a fresh car will be a total of 22" on the rear hump frame. Do not do any frame shaping at all on fresh cars except the rear hump. In that 22" you can shape all sides for the frame but do not add any metal. If you split the frame from shaping, you are not allowed to weld back together.

Front Suspension

Tie Rods and Ball Joints - Tie rod tubes may be manufactured but must stay close to the same length and must mount in the same configuration as stock. Do not re-engineer the way the steering components mount to the frame. Only stock car replacement ball joints and tie rod ends are allowed; no pickup or van tie rod ends.

A-Arms - A-arms may be welded or bolted down but may not be reinforced. If welded it may only use up to a 2x4x1/8" thick strap. This strap must weld to the a-frame and cannot extend farther forward or backward than 1" past the widest part of the a-frame. You may put older a-arms brackets on newer style Fords, but do it cleanly. If you convert a-arm mounts the bumper bracket will go off the original style mounting location or the new mount.

Steering box – May be interchanged but must remain a stock box for a car that is legal in the class you are running. Pitman arms must remain stock or stock replacement

Idler Arm – Idler arm must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running.

Hubs and Rotors – We are allowing specific after-market hubs and these may be purchased from the following shops – Stainless Manufacturing – 715-732-1719 or Fetrow Industries – 402-563-4134. If you have hubs or rotors manufactured somewhere other than these two shops, you must get them approved by us before running them. All dimensions of the hub and bearing must match stock and an actual bearing must be used. Brake calipers must remain stock for the stock spindles and cannot not be modified.

Spindles – must be stock for a car that is legal in the class you are running with the exception – you are allowed to weld one – 3/4" round rod 6" down the back side of the spindle. Must only be on the spindle to reinforce the spindle it cannot act as a ball joint stop.

Rear Suspension

Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 3/8" thick and no wider than 2 3/4" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can re-clamp springs, 6 clamps per side with only 4 being homemade. Homemade clamps can't exceed 2x4x1/4". You can change coil springs to a stiffer spring, you can double the rear springs (they may be tied together in no more than two spots, do not weld them together), or put spacers in sagging coil springs to get your height, do not raise the suspension any other ways except what is listed above. You can bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount. You may weld leaf spring mounting brackets to prevent them from becoming unbolted.

You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear end to frame in 2 spots on each side, must go around frame, do not bolt the chain to the frame. We are going to allow you to weld the chain to the side of the frame, for your chains from the frame to the rear end, you can weld one link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame.

Rear-Ends

Use rear end of choice, but must be no more than 10 lugs. You can tilt rear end if you wish. Welded or posi-track highly recommended. Back braces are welcome. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube or 10" on the remaining housing.

Rear end control arms can be reinforced. They must have a bushing or at least a bolt and pivot unobstructed what so ever. They may be shortened or made longer. They must attach in stock configuration for the suspension setup you are using. No Hybrid Setups.

Watts-Conversion is allowed but all brackets must be only large enough to hold a stock style sized control arm. Control arms must be stock length and not shortened to reinforce the car. All factory brackets must be completely cut off car.

Tires

Tires no bigger than 16 inch, No split rims, No studded tires. Foam filled or doubled tires are ok – we don't want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims.

Rims may have a bead lock on the inside only. You may run a weld in center. Outside of the rim may be reinforced but not bracing may extend past the outside edge of the rim. All rims must start with a factory wheel and outside bead on front side must be 100% factory.

Motors and Transmission

Frame Cross Member – You can wrap your engine frame cross member on the top, front and back sides with up to 3/8" flat steel, but you must leave the bottom 6" of the cradle unwrapped and unsupported. The wrap material must be tight and conform to the frame. All cars frame crossmember will end at the point you reach the inside frame rail. No material may extend through the spring pocket area.

Motor

1. Use motor of choice, motor must be in stock location.
2. You have two options for tying in your motor:

If using a distributor protector:

Distributor protectors allowed, must be attached to engine or transmission only, backside must be no wider than 12 inches. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump. After market cradles are allowed. If running a pulley protector, it must not come in contact with the steering stabilizer or extend past 2" past the water pump. The only connection point must go from the lower cradle to the wrapped portion of the frame cradle. No material may be used to brace across the unwrapped portion. No portion of the DP may extend past the heads more than 3".

If not using a distributor protector:

There cannot be any material that extends up past the base of the intake or it will be considered a Distributor Protector. If running a mid-plate the mid-plate cannot extend past your heads more than 3" or it will be cut down. You may attach a strap on all four corners of engine going down to the frame, this strap may be welded directly to the top of the frame only, not to exceed 3/8" thick by 2" wide strap and no more than 2" total strap attached to the frame on each attachment point. The straps on the front of the motor cannot extend on the frame any more than 3" past the front of the head and cannot extend backwards at all. The straps on the rear of the motor cannot extend back on the frame any more than 2" past the back of the head and cannot extend forward at all. These straps can be connected from front to back, but the connection piece must be at least 4" above the frame and not to interfere with the A-Arm.

Transmission Brace and Skid Plate

You may run multiple bars down or one solid plate that conforms to the he transmission and may run from the back of the heads or DP to the back of the transmission. If these bars or plate catch into the sheet metal, you will cut reliefs into the transmission tunnel. Your trans brace can only be 12" were it meets the transmission cross member. You are allowed to build a 90-degree angle were it meets the transmission cross member and be tied down by one 3/8" chain or 2 – 5/8" bolts with 1.5" washers.

Transmission Cross Member

You must run the transmission cross member in the stock location for the car you are building. You can weld 2" angle iron no thicker than 1/4", no longer than 8" to the side of the frame to support the cross member. You must remove the stock mount if you run the angle iron. If you pre-bend your frame do not use angle iron to re-support the bent area. If you replace the cross member it can be no larger than 2x3"x1/4" square tubing or 2"x1/4" round tubing. The transmission cross member must be one piece and must be straight from side to side. The transmission cross member is the only method which the transmission may be tied in. The transmission brace and skid plate can only meet the cross member over a 12" surface area.

Body

Body Shaping

You may only shape the body on the exterior of the car.

Rust Repair

You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld 2" beyond rust. If your frame is rusted through, call for instructions on how to fix the rust hole. **DO NOT FIX IT WITHOUT CALLING AND EXPECT US TO ALLOW YOU TO RUN IT.** If you have to re-stub your frame do so under the front doors but do not support the splice with the cross member. No '03 and newer rear frames attached to '02 and older front frames. No re-stubbing cars for Blizzard Bash!!!!

#9 Wire Rules

You are allowed 2 spots with 4 loops of wire, or up to one strand of 3/8" cable with no larger than 6" turn buckles, no chain in the door window openings and may go to the frame. All #9 wire going through the windows must stay in the passenger compartment and may not be twisted around the cage at all. The cage cannot support these wires in any way. They may touch the cage but if the judges feel the wire will not freely travel by the cage you will be asked to change it. When going through the floor and around the frame it has to go through the flat part of the floor. If you don't understand please call first. If you chose to weld a washer on the body to run wire through it may only be a 2" sq. washer welded to the body. Nothing may be welded or added to frame to support or route wire.

You may run wire from frame rail underneath back of car, behind rear end with 4 loops of wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld 1 - 3/8 chain link to the side of the frame to run the wire through, but do not reinforce the frame with the chain link or you will cut it off. This wire may pass through the trunk floor if you choose.

Radiators

For mounting radiators you may use up to 4 - 1/2" all thread. This may pass thru the bottom of the core support. This must not pass thru upper core support. It may be attached to a 2"x 6" 1/8" flat steel and must be welded to the core support they must be outside the fan. No radiator guards allowed.

Body Mounts

Body mount bolts can be replaced with 1" bolts, body mounts can be replaced with steel or washers but must be 1" thick and have the same diameter as stock spacers. Bolts may extend through body and have up to a 5x5x1/4" square or 6"x1/4" round washer on top, washers must be separate and cannot reinforce the frame. Bolts must be up inside of frame as factory and may have larger washer inside of frame, not to exceed 5" long. If you choose to use a body mount hole for your trunk ready bolt this does not have to be up inside frame, the plate can go on the bottom side of the frame and be no larger than 5x5x1/4". If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. You must leave at least a 3/4" space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight.

Mopars are allowed to add one body mount bolt no longer than 8" vertically welded to the frame between the bottom of the rear hump and the rear bumper. This is intended for cars that have a uni-body frame in the rear only.

Radiator support mounts can be removed, and you can suck the radiator support down solid.

Absolutely no body mounts may be moved or added, do not shorten the front of your car and move back past the body mount hole as your car will not run. If you have to build core support spacers you may weld it either to the body or the frame mount, but only one side can be welded. Core Support Spacers cannot exceed 3" square material. . The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. The all-thread may only be welded to the side of the frame in this location.

Chrysler k-member cars can remove the rubber spacers between the frame and k-member and bolt them up tight. Bolts may be replaced with up to 3/4" in diameter.

Hoods and Front Clips

Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 12 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts. You are allowed 8 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded. All other tie down spots must be sheet metal to sheet metal only, and the hold down bolts cannot exceed 8" in length! All hood bolts must be placed outside the windshield bars. You may have plates for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round.

Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came factory.

You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5 -3/8" bolts or less with 1.25" diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 4 - 3/8" bolts with 1.25" washers to bolt back to the core support of fender.

Windshield Bars and Firewall

Firewall – You are allowed to lay the firewall flat by cutting reliefs and pounding flat. If you shape the firewall or weld it to reinforce it, you will cut the firewall out anywhere it is deemed to be reinforced. If you add any metal to the firewall you will be loaded without the opportunity to fix it.

Window Bars - For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, straps cannot be any larger than 3/8"x3" flat strap, and must be 14" apart at firewall. If and only if you remove the firewall/dash completely between the straps you are allowed to connect these two bars. The removed part must be completely removed and must be as wide as the vertical bars. The horizontal bars connecting the two vertical bars cannot be any larger than 3/8"x3" straps. No more than 6" of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over 6" on roof or firewall or you will cut. Window bars cannot come into contact with any braces or protectors.

Doors

You may weld your doors shut with nothing larger than 3" by 1/8" strap and must follow the door seam. Do not overlap strap or you will cut the strap off. You may fold tops of doors over and weld the outer skin and inner skin together but you are not allowed to add any material. If you chose must be tied shut in six locations using 1/2" bolts no longer than 6", 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points.

You are allowed to add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door, and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam either forward or backward.

Cage

All cage material must be no larger than 6" od, unless specified for a specific rule smaller. It must also be a minimum of 4" off the floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and be a minimum of 4" off the transmission tunnel.

You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. You may run a bar connecting the dash bar and seat bar inside of the front doors only. You may weld two down bars from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seem and may only be welded to the top side of the frame. These bars cannot not exceed 2"x3". You must have a roll loop behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof. You may also weld a steering column to the cage. Back of cage including roll bar has to be placed: Ford and GM - a minimum of 5" in front of the center of the rear seat body mount. Mopars are allowed to run a 1" bolt

with a 5" plate on both sides (frame and body) in the front most frame hole in the rear frame. You are then allowed to weld a kicker from the door bar and weld to the top of this plate. It can be a maximum of 2x3" square tubing. All Mopar cage material must be 5" forward from the center of this body mount hole other than the kicker explained prior. Some Mopars have a very tight passenger compartment and you may need to run the halo through the small back window, mainly Cordobas, call first.

No straps may connect from the firewall to the dash bar – nothing can extend any closer than 6" to the firewall including cage components.

All battery boxes and gas pedal, and any plate attached to it must be at least 2" away from any engine or transmission protector.

Gas Tank Protector - You must run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 24" wide. It can angle in from your roll over protection. It must be a full 1" away from rear sheet metal, which cannot be removed. The bracing must be 4" above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area.

Rear Window Bar – You are allowed a rear window bar which may not be any larger than 2" sq od. This bar must be centered in the car and only extend on the roof for 6". The bar must be in contact with the front trunk seam and can only extend 6" on the trunk and must stay on top of the trunk lid.

Fuel Tank, Oil Coolers, & Transmission Coolers

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. Only metal tanks may be used. 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. No other source of gas inside the car at all. Engine coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.

Trunks

You can fold hoods or trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Trunk lids must have a six-inch hole cut in the first 60% for inspection purposes, inspection hole may have 3 -3/8" or less bolts and 1.25" diameter washer bolting the two layers back together. YOUR TRUNK LID MAY BE V'D IN THE CENTER, BUT MUST REMAIN AT LEAST 10" OFF THE TRUNK FLOOR, the 10" will be measured from the top of the frame rails not the spare tire hole. If you tuck the trunk lid to the trunk floor you can only use a total of 12" of weld to attach it to the floor. Rear quarters may not be laid over to make a trunk seam.

2-1" All-thread may go from the trunk lid to the frame or trunk pan, if it passes through a body mount hole you must have a 1" spacer between the body and frame. Trunk lids may be chained/ wired/welded/ bolted from sheet metal to sheet metal. Chryslers may weld all thread to side of frame but the all thread must be vertical and go up through the deck lid, or they can go through the frame if they so choose. Short Trunk GM cars – If you run ready bolt through the front body mount they must be slightly bent to make sure they go through the trunk lid. If the trunk is completely in the stock location on a pre-73 Mopar it can be weld all the way across the rear seam to the bumper.

Mopars are allowed to add one body mount bolt no longer than 8" vertically welded to the frame between the bottom of the rear hump and the rear bumper. This is intended for cars that have a unibody frame in the rear only. GM Wagons must remove all rear decking and seat components. All other rules above must be followed.

Hump plates are allowed - 22" long, 4" tall, must be on one side of the frame, contoured to the frame, and centered in the hump.

Repair plates - On pre-run cars you are allowed 8 - 6"x6"x1/8" plates if not running hump plates 6 - 6"x6"x1/8" plates if running hump plates. All plates must be a minimum of 1" apart including the weld.