

Stock Weld

2017 RULES AND REGULATIONS R&R Total Destruction Promotions, LLC Rob Baker - 515/462-5775 or www.RandRpromotions.com

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

1. Any American make sedan or station wagon can be run. No 1970 or older Lincoln's! No 1973 or Older imperials or Imperial sub-frames/frames, 4x4's, ambulances, hearses, trucks, limousines, etc...
2. 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!
3. Driver must wear seat belt and helmet, along with eye protection.
4. 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.
5. 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. No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
7. 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 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, interior & deck in station wagons must be removed from car before arriving to the derby.
3. Tires no bigger than 16 inch, No split rims, No studded tires. Foam filled or doubled tires OK-we don't want any flats!!! Valve stem protectors OK. Tires may be screwed to rims.
4. Driver must have a fire coat or non-flammable jacket to wear while driving in event.
5. Driver must have safety approved glasses or face shield. Driver needs to have FULL faced helmets.
6. You must use a radiator and it must be in stock location with NO Guards. All cars must have working brakes.
7. 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. **Compacts** read additional rules on back!
8. Transmission coolers will be allowed, but must be safe and properly secured.
9. Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered.
10. 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.

****Car building: WELDING:

1. Only the Outside of Doors, trunks & Tailgates may be welded solid with 3 inch wide straps x 3/16 inch thick or smaller fill materials. Top of doors may be rolled over and welded with no added materials. If you decide not to weld, then you are allowed to chain/bolt/wire them shut with UNLIMITED use of chain/bolts/wires.
2. DO NOT weld on the frame or the frame seams. You can weld top frame seam from the front of the A-arms forward. The frame seam weld can't be larger than 1/2" wide or it will be cut!! The uni-body is considered the frame on Mopar cars, which means No bolting the seam. 16 inches of additional frame seam welding allowed from dash mounts forward each side which includes welding of Boxes on fords. This includes/allows you to cut boxes or frame at dash/firewall to Tilt front of car. No added metal just weld cut or seams back together.
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 6 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 behind back seat. 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, no added metal!! Gas tank protectors must be NO wider than 24inches across the back- 6inch tall on back with 2 inch gap between all sheet metal around back side of gas tank protector. 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 then 4 inches above gas tank.**

****Bumpers:

4. Bumpers are interchangeable. Any Automotive bumper and bumper bracket may be used on any car. **FRONT BUMPER BRACKETS CAN ONLY BE 12 INCHES LONG FROM THE END OF THE FRAME!!!!** Bumper brackets can only be welded solid but only to 1 side of frame only, **DO NOT WRAP THE BRACKET AROUND, OVER OR UNDER THE FRAME**, unless it is factory welded. **ALL BRACKETS, SHOCKS OR FLAT PLATE MUST BE ON THE OUTSIDE OF THE FRAME RAIL, NOTHING INSIDE THE FRAME.** You can use a 12 inch long 4 inch wide 3/8 thick flat strap as a bumper bracket and this must be welded to the bumper. Strap must be welded to bumper and MUST remain FLAT! You can weld bumper brackets and 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 1/2 inch bolt or less and it must be done vertically. You may trim bumper ends or fold them around. Welding on the bumper skins together (chrome to inner liner of bumper) is allowed. When welding bumpers, shocks and brackets – do not add any metal. Weld shocks and brackets solid if you wish. Weld them well; we don't want any bumpers falling off!
5. Bumpers may be welded to end of frame with no added metal, just use the welder. Rear bumper may have 2 straps, 2- chains or 2-wires (4 loops) from trunk deck or tailgate to bumper (not frame). You can only have 1 of the 3 used, **NOT** all 3! Straps can be up to 3" wide and no more than 5" on the bumper and 5" on the trunk or tailgate. Straps may be up to 1/4" thick. You are allowed wire or chain from radiator support to front bumper in 4 locations.
- *** 6. **Stock appearing bumpers- we will allow you to take any bumper apart. Weld any material you would like to the inside of the bumper. Weld chrome skin back into place. Everything must be done inside of bumper- FIX bumper! Bumper must stay factory form. Do NOT cut/weld and re-shape original bumper skins. There will be a bumper design guidelines that you will have to follow if you are going to run a homemade bumper. SEE Rules on Website to print off bumper guidelines. Front Bumper can NOT be any higher than 30 inches from top center. Rear bumpers can NOT be lower than 18 inches from top center of bumper. 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 are allowed 12 extra- 3/8" bolts to bolt your hood skins (NOT TRUNK SKIN) back together. You will be allowed 8 hood bolts; you MUST have at least 4 hood bolts. 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. The top 5" of all thread may be welded to radiator support. 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 bolts 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. No sleeving all thread!
8. You can fold hoods or trunk decks over but 50% of the hood or trunk lid must be in factory location. No tucking of wagon roof on Leaf spring wagons. Any factory coil spring wagons may tuck roof down with 4 spots holding the roof down to the car body only—NOT Frame!
9. 2 - 1" All-thread may go from the trunk lid to frame, MUST go threw body mount hole .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.

BODY MOUNTS:

10. Body mount bolts can be replaced with 1" bolts, Bolts may extend thru body and have up to a 5"x 5" x 1/4" thick washer on top. Bolt must be up inside of frame as factory and may have larger washer inside of frame. Washers inside frame may not be used as a gusset! If there is factory rubber mount without a body bolt, you can add the bolt to the mount. **MUST HAVE 1 INCH BODY MOUNT SPACERS MINIMUM needed. No weld of body mount spacer except for the Radiator support mounts only. Radiator support body mount spacer can be weld to side of frame on Ford in stock location. Radiator support mount can only be 2x2 inch and only go to bottom side of radiator support. Nothing up thru bottom edge of radiator support. No sleeving of althread.**

******SUSPENSION:**

11. Suspension must be at stock height. Leaf springs must be stock, you may add one spring as long as the main leaf spring, you can't wrap the added leaf spring to make a double main - tow packages OK. The Main leaf spring must be the top spring in the spring pack and leaf springs must stagger down with at least a 2 inch stagger from longest to smallest. You can re-clamp springs, 6 clamps per side homemade or factory. Homemade clamps can't exceed 2x4x1/4 inch. You can put spacers in sagging coil springs to get your height. You can bolt or wire coil springs to rear-end and frame to prevent springs from falling out. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. You can loop chain or wire from rear end to frame in 2 spots on each side. No bigger than #9 wire or 3/8" chain or cable may be used.

12. Mopars can weld mounting brackets to uni-body where leaf springs are mounted factory to uni-body frame. Include rear shackle box. May use 2 inch wide 3/8" thick flat strap for rear shackle.

13. Rear-end control arms may be reinforced, but must be workable. They may be shortened or made longer as well. **No Homemade!!**

14. **Use rear end of choice, must be factory 5 lugs.** You can tilt rear end if you wish. Welded or posi-track highly recommended. You may use any 8 lug rear end as well. **All axle savers, drums and other parts must have 8 inches of clearance from all frame rails.**

15. **Rear-end Housings may be re-enforced. Hybrid rear-ends are allowed.**

******16. Front arms may be bolted or chained down to get your bumper height. You may use 2- 2in wide strap to weld A-arm down, 2 inches on A-arm and 2 inches on frame. 1- strap on the front and 1- strap on the back of the top A-arm. Must be welded on side of frame only!**

17. **Watts link cars will be allowed to Cut out older center tray and weld tray into the factory package tray of Watts link. The new center must have a 1 inch gap from frame rails. You can use the bolt on bracket for upper control arms. Bottom control arm brackets can be cut off factory brackets and weld on to frame. You can use a 3x3x 3 inch square tubing piece for lower brackets. The tubing must be welded on the flat area of frame, can NOT gusset, can Not weld on the curved dog leg area. Can only be welded to one side of frame and not wrap over or around frame!**

Engines and Transmission mounting.

18. Engine mounts may be welded to engine cradle. Engine must be mounted in stock location. Engine Cradles are allowed. Can NOT attach cradle to anything besides motor mounts on frame and engine straps—See rule below.

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).

20. You may have a 2- 1/2" X 2" straps from the front side of motor and can be welded to the factory cross member rail under motor with no added metal! If this is used to re-enforce frame, straps will be cut!

****** DP's- Engine Cradles- Transmission Brace- Cross member:**

****** If you have an engine cradle and DP being used, You Must cut out your firewall/dash 3 inches outside the WIDEST point of the DP Including side ears/tabs, completely from behind DP and have 8 inches of clearance from front of Dash bar to back of DP. You Must cut 4 slices in tunnel above tranny, length wise of tranny the full length of tranny. Slices must be 2 inches apart. No solid tranny mounts allowed. Slider drive shafts are ok. You can have 2 - 2 inch by 1/2 inch thick straps off front of engine to cross member under the engine only nothing outside of the motor/engine mounts. NO gussets to frame rails!!!**

******Tranny Cross member can be either the factory cross member to the car you are building or you may replace cross member with a 2" X 2" - 1/4" thick tubing. You must have a 1/2" hole drilled in tubing. Tubing must be mounted straight across. You can mount tubing to 1 single piece of 2 inch angle iron welded to side of frame no longer than 8" on each side of cross member. The angle iron must be flat, straight, must be even with bottom of frame rail and Cross member MUST BE ON ANGLE IRON AND NOTHING ELSE!! Factory mounts must be removed.**

Transmission can only be mounted with a Factory stock transmission mount for the transmission you are using, Nothing else!!

****** If you are using a full Transmisson brace, you must sit transmission pan on top of cross member and you must using the tubing for cross member mounted at bottom of frame. Nothing attaching transmission to cross member when doing this. Otherwise you are not allow this type of brace.**

******STEERING:**

22. Tie-rods ends must be stock, but the center can be re-enforced, A-arms, ball joints and all other steering/suspension must remain stock. You may alter your steering column to prevent loss of steering. Steering knuckles, homemade steering shafts, etc can be used.

FENDERS:

23. Fenders may be trimmed and re-bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender.

MISC:

24. For safety, you are allowed 1 strap in each door window opening straps can be 2" wide - 1/4" thick and can be welded 5" on the door & 5" on the roof - you may not use wire if you use straps ** Hardtop cars may have another strap at the door post. You must have 2 bars in windshield from roof to dash for safety reasons. They may be connected but 3 inches above dash.

25. 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.

26. You are allowed 2 spots with 4 loops of wire or cable in each window opening and may go to the frame. No welding washers around holes on car body.

27. 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.

*****28. No frame shaping allowed. You can beat the outside/inside of rear arches over the back wheels 10inches down from center, but DO NOT SHAPE EDGES! Frames may not be shortened past the factory radiator support!**

****** 29. You can only re-stub cars with same ERA of car. (70's- 70's, 80's-80's, etc) NO re-stubbing with a caddy frame unless it's a Caddy!**

***** NEW** 30. Any metric GM's (77 & newer) may have rear arch plates. Plate can be 6 inches wide and 22 inches long. Must follow the design of the frame rail. No wrapping the plate to more than 1 side of frame. Plate must be on the outside of frame, tire side of frame.**

31. **Weld in centers are allowed on your rims. 8 inch weld in centers or full center are allowed. Nothing covering tires.**

32. **2003 & Newer Ford's must remain factory stock for front suspension and steering!**

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

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.

34. Bent frames only may be repaired with 4" X 6" - 3/16" thick flat plate. You are only allowed 4 plates per frame rail front and rear of car. The center door post divides the car in half. The patch may be welded solid, but you must have a 1/2 inch hole in the patch. You can only repair the frame once in each place. No re-patching or layering of patches. Plates must have a 1" space between plates. If you are found with a plate on a NON-BENT area, you'll have to cut all repair plates off in order to run event. **Be fair to us. IT's driver's responsibility to show inspectors the bend in the frame!**

35. **No repairs at the events! You must repair after event and then run another event.**

36. **NO Repair plates allowed at SUMMER SLAM- Denison, Iowa event.**