

Modified weld- Full size - please note some rules changes for 2020

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General Rules: *****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. ALL drivers and crewmembers must attend the drivers meeting.
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.
5. Any open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
6. 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.
7. No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
8. 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.
9. Any controversies will be taken up at the drivers meeting.

10. 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 glass, plastic, chrome, and interior must be removed from car before arriving to the derby including trailer hitches & brackets.
2. All decking in station wagons MUST be removed!!!
3. Tires no bigger than **17 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 -safety approved glasses, face shield or have FULL faced helmets.
5. You must use a radiator and it must be in stock location. All cars must have working brakes.
6. 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!
7. Transmission coolers will be allowed, but must be safe and properly secured.
8. Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered.
9. 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.

Car building: 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 the doors may be rolled over and welded with no added materials.

2. You can weld frame seam from firewall forward top and bottom! **You are allowed frame seam welding from the firewall/dash mounts forward per frame rail.** Frame seams can be re-welded if seam has broke apart or missed by factory welder **but must call first!** Must skip weld that area to prove it was broken or missed. The frame seam weld can't be larger then 1/2" wide or it will be cut!! The uni-body is considered the frame on Mopar cars, which means No bolting the seam.

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. Cage material no bigger than 6" X 6". **Dash bar must be straight across. No shaping of cage bars!!**

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! Down bars no bigger than 3" x 3" tubing

Gas tank protectors must be NO wider then 24inches across the back- 6inch tall on back with **1 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, halo bar and side bars 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 6 inches above speaker deck.**

Bumpers:

4. Bumpers are interchangeable. **Any Automotive bumper and bumper brackets may be used on any car but only 1 set of brackets may be used! Bumper brackets must remain stock and no cut/relocating of bracket parts. *****Front Bumper bracket can only be 24 inches long and can only be welded on the 1 side of the frame- No wrapping bracket to additional side of frame!! If you don't use a factory bumper bracket, you may use 1 3/8 inch thick- 4 inch wide- 24 inch long strap welded on the outside of frame rail only and 1 side of frame only!!!!** 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 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 3/8" thick. You are allowed wire 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 the chrome skin back into place. Everything must be done inside of bumper- FIX bumper! Bumper height not to exceed 24" to the bottom of the bumper to the ground and be a minimum of 12" from the ground to the bottom of the bumper. Bumpers must be in stock location. Homemade bumper must follow our bumper guide line rules on website!**

HOOD/TRUNKS:

7. You can fold hoods or trunk decks over but 60% of the hood or trunk lid must be in factory location. No tucking of wagon roof on Leaf spring wagons. 80's & newer wagons may tuck roof down with 4 spots holding the roof down to the car body only—NOT Frame

8. 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. Trunk meets floor maybe attached in 2 spots to floor-2 bolts**

9. ****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. Hood bolts can not be connected too DP and must be 6 inches outside of Dp- no welding in hood plates!** 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.

10. Body mount bolts can be replaced with 1" bolts, Bolts may extend threw 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.

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 & springs to frame in 4 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.

13. Rear-end control arms may be reinforced, but must be workable. They may be shortened or made longer as well. **Homemade OK!**

14. You may use 3/4 or 1 ton rear ends with 8 lugs. You can tilt rear end if you wish. Welded or posi-track highly recommended

15. Rear-end Housings may be re-enforced. Hybrid rear-ends are allowed- must be mounted in factory location of car that you put in under!

*****16. Front arms may be welded down with 2 straps on top A-arm and 2 straps on bottom A-arm, 1 strap in front of A-arm and 1 strap behind A-arm. Straps can be 2" X 4" - 1/4" thick. You may plug weld the center down.

ENGINE MOUNTING:

17. Engine mounts may be welded to engine cradle. Engine must be mounted in stock location. Any skid plates on engine or tranny can only be mounted to engine/tranny and can NOT be attached to frame or cross member. May not act as a gusset!

18. 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).

Nothing on the engine can be used to re-enforce the frame/car body, etc. If any parts on the engine or tranny are being used to make the car stronger, you will be asked to cut or take that part off before you can run.

MISC:

23. 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 and not to cage. You must have 2 bars in windshield from roof to dash for safety reasons. The windshield bar can't be any bigger than 3" wide- 5" on dash - 5" on roof only. You can only connect bars 4" above firewall.

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 #9 wire or 1 loop of 3/8 cable with 1 turn buckle in each window opening and may go to the frame. Turn Buckle must have 3 inches of clearance from body. You may weld washers around holes on car body. Wagons can have 2 althread from roof to frame but must be thru body mounts. If you use althread, only 1 spot of wire/cable per back windows

26. 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; it can not be bolted to the frame.

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:**

Must have 6 inches of clearance from front of Dash bar to back of DP. ****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 3 X 3 inch angle iron 1/2" thick, welded to the inside side of frame no longer than 4" on each side of cross member. The angle iron must be flat, straight, Factory mounts must be removed. No using angle Iron as a gusset. Transmission brace can be locked in solid to cross member. Cross member must be straight cross from frame rail to frame rail.

******STEERING:**

22. Tie-rods ends, Ball Joints may be aftermarket parts and must bolt in stock location but A-arms 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. All cars 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.

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.

34. Body creasing is allowed, no double rolling of creases. Trunks can be dished but must be able to see inside trunk area completely.

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 6" X 6"- 1/4" thick plate. You are only allowed 6 plates per side of the car. That counts for the front and rear of car. The plates may be welded solid, but you must have a 1/2 inch hole in the patch. Plates may be shaped and anywhere you want. 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. **Be fair to us. IT's driver's responsibility to show inspectors the bend in the frame!**

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

36. All fresh cars will be allowed 2 plates on each side of the car to start with. This allows them to complete against used cars.