

80s & Newer Stock Compact Class-

2026 RULES AND REGULATIONS

R&R Total Destruction Promotions, LLC

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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. All rules will be followed, or you will not run!!

Front wheel only mid-size/compact cars only. Wheelbase of 115 or less.

2. Any-Front wheel drive compact car only. When using stock tank under car, must relocate fill tube throw floor into backseat area. Secure fill tube to sheet metal. Stock gas tank must be in front of rear tires to be used!

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 crew members must attend the drivers' meeting.

6. DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or careless, 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.

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 to protest. Only drivers in the feature event may pro-test another car. Driver must have cash in hand directly after feature event 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!! Judge's 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 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.
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!! The 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.
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.

Car building: WELDING:

1. Driver's door may be welded on the outside solid. All other doors can be welded shut on the outside only. A total of 10 inches of weld is allowed on each vertical seam. You can use 3-inch-wide strips to weld door shut. Trunk lids can be welded with 10 inch of weld total. You can use 3-inch-wide strips to weld trunk shut. Other wise you can wire, chain, bolt sheet metal to sheet metal top side only. Hoods can have 6- $\frac{3}{4}$ inch bolts with 5 x5 hood plates on top of hood. Hood bolts can be welded to fender, radiator support or firewall only. No more than 4 inches of the bolt can be welded to sheet metal below hood. No bolts can be longer than 4 inches under hood. Otherwise you can wire or chain doors in 8 spot per vertical seam, trunks 10 spots total and hoods can have 6 spot with 4 spots minimum.
2. DO NOT weld the frame or the frame seams.
3. K- member must remain stock, front mount may be replaced with 1- $\frac{3}{4}$ althread from bottom of K-member straight up to top of uni-body frame with a standard 1 inch washer. Althread may continue straight up through hood with 1- 5x5 hood plate, with 1- washer and nut on top. Althread will be allowed to have 1- $\frac{3}{4}$ washer and nut inside uni-body frame on bottom side and 1- $\frac{3}{4}$ washer and nut inside the uni-body frame under the top of frame to keep everything tight.

4. No Engine cradle or pulley protectors allowed. This has gotten too carried away with! No solid motor mounts. No homemade mounts

Bumpers:

5. You may use any factory – stuffed car bumper or a flat tube for bumper. Tubing no bigger than 2X6 same width as the car or shorter. You can only use the factory bumper shocks/brackets that came with the car! Shocks collapsed and welded solid, nothing welded to frame except you will be allowed to weld the factory bracket 4 inches back from end of the frame only in factory location. All factory shocks/brackets must not be shorter than, 1 inch frame front of frame. If you remove all shocks, bumper brackets, you may shorten front frame but must be 1 inch in front of radiator supports and hard nose bumper to end of frame with a 3" X 3" - ¼" thick angle iron. Angle iron must be welded to the back of bumper and on the outside of the uni-body frame rail. Do Not weld to K-member or anything else! You will be allowed 4 spots of wire from radiator support to bumper and not to the hood.

HOOD/TRUNKS:

6. **Hood must have at least a 12-inch square hole cut out in case of fire. You may have 6 spots of wire or chain from sheet metal to sheet metal only. Nothing to the frame! Trunk lids can be welded with 10 inches of weld total. You can use 3-inch-wide strips to weld trunk shut. Otherwise, you can wire, chain, bolt sheet metal to sheet metal top side only. Hoods can have 6- ¾ inch bolts with 5 x5 hood plates on top of hood. Hood bolts can be welded to fender, radiator support or firewall only. No more than 4 inches of the bolt can be welded to sheet metal below hood. No bolts can be longer than 4 inches under hood. Otherwise, you can wire or chain doors in 8 spot per vertical seam, trunks 10 spots total and hoods can have 6 spots with 4 spots minimum.

You will also be allowed 2- Bolts from top of radiator support straight up threw hood with a 5"x5" - ¼" hood plate. Bolt size is ¾ inch or smaller

7. Front K-member mount blot may be replaced with ¾ althread. You are allowed to have 1 washer (3"x3") on the bottom of K-member, 2 washers (3/4" washers) and 2 nuts (3/4" nuts) inside frame rail. 1 washer and 1 nut on bottom inside and 1 washer and 1 nut on top inside rail. Althread can go straight up to the hood with a 5"x 5"-1/4" hood plate on top of hood only. No welding hood plate

Cage:

7. 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. Dash Bar must be 6 inches away from firewall and frame connection to firewall.

8. You will be allowed 2 down bars on the inside on driver's door going down from the inside cross bar. Down bars can't be any wider than 4 inches. Down bars must be behind inside of front door interior seam or will be cut out. Welded to top of floor only, no added metal!

STEERING:

9. Tie-rods ends must be stock, A-arms, ball joints and all other steering/suspension must remain stock. You may not alter your steering column to prevent loss of steering. Steering knuckles, homemade steering shafts, etc can be used.

Struts must remain stock.

FENDERS:

10. Fenders may be trimmed and rolled only. No bolting, wiring or chaining etc.. The rear quarter panel is considered part of the rear fender.

******Engines:**

Engines and trans may be swapped out but mount in stock location and with the stock mounts! Headers will be allowed!

MISC:

11. For safety, you are allowed 1 strap in each door window opening straps can be 2" wide – ¼" 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.

12. 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.

13. No frame shaping allowed.

14. Driver's door must have a plate on exterior covering the door. The plate can't extend past 6 inches in front of or behind the driver's door seam! Plate must be ¼ inch or thicker.

Can be welded or bolted. If bolting must go through the door post and through the dash supports.

RUST REPAIR & FRAME REPAIR:

15. You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. You must be able to prove to us that the sheet metal is rusted out. Pictures will not be used as proof of rust as we can't be sure that it's even the same car in the pictures. Rusted out frames may be repaired with 1/8-inch or less. You are allowed to weld the patch 2 inches past the rusted-out area, leave the rust in place.

*****NEW REPAIR PLATE RULES FOR 2025*****

All repair plates are now 6-inch X 6-inch square plates- 1/8 inch thick.

Repair plates can be shaped. Shaping allowed- You can rib, crease plates. No folding plate over itself. NO Taco plates. No cutting plate

Plates must remain Flat on frame, but you can follow the original shape of the frame with the plate. This means that you can fold the plate over the top, under the bottom or even fold the plate from the front of box to the engine front rail but the plate must be flat against the frame. No Doming repair plates. All plate must have ½ hole for inspection. You may plug weld plates to frame. All plates can only be connected to the frame rails, nothing to suspension, A-arm straps, nothing to frame brackets, car body or driver train, and or cage.