

DERBIES OF DAKOTA

2016 Rules

These rules apply to all events with Derbies of Dakota. Rules cannot be reproduced without their consent. All rules must be read and followed by all drivers, pit crew, promoters, judges, wrecker crew and any person taking part in the derby. Any violation of these rules may disqualify the individual from further participation in the derby.

All cars must be at the derby site at least **ONE HOUR** prior to the advertised start time of the derby! Failure to do so might result in not being able to run, if we don't have time to tech your car in. No car will be allowed into pit area until it passes inspection. All contact will be on a two (2) minute time limit and contact counts as follow aggressive hits only. Contact will be judge's discretion.

These rules will be enforced at all association derbies. There will be no meeting with drivers to discuss anything. This is your warning for driver's side door hits. There will be a warning at the drivers' meeting prior to the derby, and that is if you hit someone intentionally in the derby and you will be flagged out. Same goes for anyone putting their door in line of being hit.

Full-Size Car Rules

NEW RULES ADDED FOR 2016 SEASON ARE LOCATED IN SECTIONS:

A-1
A-15
A-17
A-19
A-20
A-22

1. Eight (8) lug rear ends are allowed bracing.
2. Bumper may be stuffed from inside of the frame rail to the end of the bumper on both sides. May not be stuffed or welded shut between the frame rails. Bumper skins may be welded to the bumper.
3. Bumper heights, minimum 14" and maximum 26" to the bottom of the bumper.
4. Weld-in centers are allowed, but must measure no more than 7" across for four (4) or five (5) lug rear ends and 9" across for eight (8) lug rear ends.

5. Front suspension may be welded solid using a 2" wide strap with 2" being attached to the upper A-arm and 2" to the frame. You may not cut anything off frame to get added height.
6. You may use eight (8) bolts per fender well. You may fold the front corners and bottoms over using two (2) bolts per front and bottom, 20 per hood and 20 per trunk not using as attachment points. These bolts may not exceed 3/8" x 2 1/2" with 3" washer.
7. You are allowed a gas tank protector, may not be more than 28" wide, and must be 6" the lowest point of where you would sit in the back seat of the car, not including the center hump, and must be 4" from the back rest upward sheet metal.
8. You may skin over the driver's door with 2" past the vertical seams but may not overlap the horizontal seams. It can be up to a 1/4" thick. NO GRADER BLADES ALLOWED OR C CHANNEL OR I-BEAM on the outside of driver's door.

Section (A) General Car Rules:

A-1 Any year, make or model car may be used except convertibles and all wheel drives. Frame and suspension must be same year, make, and model as body. Any steering sector may be used to the make and model of the car being ran. 2003 and newer must run with factory cradles but can wrap the aluminum center section with 1/4" steel, but may not in any way, shape or form come in contact with either frame rail. You may switch out the steering components with earlier year Fords. For the A-arm swap you must leave aluminum lower control arm on, but may cut the aluminum tower top half off and bolt flat steel to the aluminum tower to make your own upper spring pocket but it may not come in contact with the frame. The only reason for the replacement of the aluminum upper pocket is so you can weld your A-arm down to the new spring pocket and you may cut the tabs off older style Ford and weld to the top of the frame adding NO extra metal as gussets or attachment points or you will not run. If you have questions please call. No Imperial sub swapping allowed, must be an Imperial car.

A-2 No additional layering, bracing, bolting, welding, wiring, chaining, etc., of any form may be done to any part of the car other than as specifically outlined in these rules. Pre-run cars should call before they get fixed, one time fix per car. Cars can have 36 square inches of 1/8" thick plate per corner of the car, but only may be on one side of the frame not wrapping around the corner of the frame. There will be NO plating in the pits after heats or consi's anymore. Please call before pre-run cars are fixed.

A-3 All carpet, cloth, plastic, glass headlights, tailgates, grilles, mirrors, chrome, and other such trim must be stripped from inside and outside of the car. This includes third row seats and/or compartment covers in wagons. Interior and trunk must be clean of all broken glass, loose screws, cans, etc. EXCEPTION: Driver's door panel, kick panel, and b-pillar cover may be left in to protect driver from sharp edges underneath. Foam pads may be added around driver.

A-4 Batteries must be removed and placed within the driver's compartment of the car. It is required that they be safely secured and COVERED. This includes securely bolted DOWN, not just secured side-to-side. Battery boxes must be made out of metal and secured to the floor with bolts.

A-5 Cooling systems must remain in the stock location in the radiator support (radiator/ready barrels or roof barrels) ONLY BEING BOLTED IN WITH FOUR 3/8" bolts with 3" washers may be used, no second guessing. Water or antifreeze only. Radiator overflow hoses must vent down, preferably under the car, at least under the hood. Spray foam may be used to secure radiator, but may not be used anywhere else. Roof mounted barrels must vent under car. If using a roof mounted barrel it must be securely mounted with no more than 3/4" bolts. The car MUST have a brace from the floor or door bar to the roof near the driver. Barrels must be well-built and made of metal only. No engine oil coolers or transmission coolers allowed as water coolant. Fan blades may be altered or removed. Electric fans are okay.

A-6 Trunk lid/tailgate may be secured using either wire, chain, 3/8" bolts w/max 3" washers or 5"x 5" plates. Six (6) attachment points maximum (hinges/latches do not count as points). Trunk lid/tailgate cannot be attached to the trunk floor or frame and must be mounted in the stock location. You are allowed 20 bolts on the trunk but not to be used as attachment points and may not go through trunk floor. Bolts can be no larger than 3/8" x 2 1/2" long with 3" fender washers.

A-7 Doors must be secured using wire, chain or 5"x 5" plates max. Six (6) attachment points maximum (hinges/latches do not count). The driver's door may be welded solid and the rear door following the driver's door may have four (4) additional attachment points if the driver's door is welded solid. Chains/wires for the doors may be through the roof or around the frame. Hardtops will be allowed to create a single post of chain/wire from the top of the door to the roof on the passenger side. This will not count as one of the locations for the door(s). On the driver's side you may weld in a 2" diameter pipe or strap in the same manner. You may skin over the driver's door with 2" past the vertical seams but may not overlap the horizontal seams. It can be up to a 1/4" thick, NO GRADER BLADES ALLOWED.

A-8 HOODS MUST BE OFF OR FULLY OPEN FOR INSPECTION. Car will not be teched with the hood in place. Hood must be secured with hood pins, chain or wire or angle iron welded on fender and hood of car not exceeding 6" in length with one (1) bolt bolting the iron together. Six (6) attachment points maximum (hinges do not count as an attachment point). Hood pins may be made of bolts or pins, no more than 3/4" diameter. The front two (2) body mounts may be removed and 1" threaded rod may be used and ran through the frame or alongside of the frame being welded to the frame but may not wrap around the corner of the frame. All other attachment points may NOT attach to the frame in anyway. No chain or wire in front of the radiator. Hoods must be cut open in a manner to allow easy access for fire extinguishing. Hood MUST be mounted in the stock location. The excess of the hood may be folded over the front of the car, but NOT attached to anything. All washers for hood pins limited to 5"x 5" plates. Also may run two (2) loops of nine (9)

wire from hood pins to the front bumper. Will be allowed 20 bolts on the hood but not to be used as attachment points for the hood. The bolts may not exceed 3/8" x 2 1/2" long with 3" fender washers.

A-9 Cars must have working brakes capable of stopping the car at the beginning of each heat. If a car loses brakes during the heat it may be disqualified.

A-10 Any air filled tire is allowed except studded tires and foam filled tires. Valve stem protectors and tire flaps are allowed. Spacers between lug nuts and rims are ok. 7" weld in centers are allowed for five (5) lug rear ends. Eight (8) lug rear ends will be allowed with a 9" weld in center.

A-11 Turn-out exhaust headers are allowed.

A-12 Driver Safety:

- Windshield (H) bars are allowed. Must be vertical with a maximum of two (2) bars not exceeding 1 1/2" square tube or flat stack. May be bolted or welded in place, but may not connect to or hold the hood in any way. Can only be connected to 3" of the roof and may connect to the firewall, and to two (2) spots to the dash bar.
- Back window bar may also be added, one bar from the top window seam, not exceeding 3" past the top window seam. It may be connected to the trunk deck, not exceeding past the trunk seam and made of iron, not exceeding 3" wide and 2" thick.
- Window bars or nets are allowed on driver's door. They may be welded or bolted in place and will not count towards an attachment point for the driver's door (if welded to the rear door, count as an attachment point for the back door).
- Door bars are allowed. Pipe must be 2" to 4" in diameter, 1/4" wall. End plates must be no more than 5"x 5", 1/4" thick. Bar may be welded, chained, or bolted in. If bolted in, exterior plates cannot exceed 5"x 5". Two attachments per side and will not count as points for the door(s). Dash bar may not exceed 6" past the front inside door seam and may not exceed 6" past the rear door hinge for the rear door. The halo bar must be attached to the door bar and to the tin of the floor not connecting to the frame and also may be bolted to the roof in two (2) locations, including both a straight across and a diagonal bar to the driver's side rocker panel area is highly recommended. The diagonal helps prevent "blowing out" the driver's side door pillar from a hard passenger hit.
- Dash bars are allowed. Same dimensions apply as specified for the door bar. Attach in a similar manner. Steering column may be supported by the dash bar (may chain to the dash bar).
- Driver and Passenger door bars allowed. They are to connect from the seat bar to the dash bar. Same dimensions apply as specified for the dash/door bars.

- You may skin over the driver's door with 2" past the vertical seams but may not overlap the horizontal seams. It can be up to a ¼" thick. NO GRADER BLADES ALLOWED OR C CHANNEL OR I-BEAM on the outside of driver's door.

- Drivers must wear a minimum of blue jeans and a long sleeve shirt, fire suits recommended. Absolutely no sandals.

A-13 Gas tanks must be boat or race car type tank; must be made out of metal and placed inside the car and firmly secured with bolts, no ratchet or bungee straps. Original tank must be removed. No alcohol or methanol fuels allowed. Fuel injected cars with in-tank pumps must be purchased tank, no homemade tanks or you will NOT run. You are allowed a gas tank protector, may not be more than 28" wide, and must be 6" the lowest point of where you would sit in the back seat of the car, not including the center hump, and must be 4" from the back rest upward sheet metal.

A-14 Any make engine/ transmission allowed. Engine must remain in stock-style location forward of the original firewall. Mounts may be homemade and welded in, but may not protect any engine components. Straps may be made from ½" rod or 1"x ¼" square tube or flat stock. It must come straight sideways of the front of the cylinder head to the top inside corner of the frame. Strap and its weld may not overlap more than 1" of frame and may not cross a seam. If chaining, links may not be welded. Mid plates may not be welded or connected to the frame in any way.

A-15 Any factory bumpers may be used on any car. Bumper may be stuffed from inside of the frame rail to the end of the bumper on both sides. May not be stuffed or welded shut between the frame rails. Bumper skins may be welded to the bumper. Bumper brackets must come from make of car. Ford car, Ford brackets, NO interchanging of brackets allowed. Brackets or shocks must be welded on the inside of frame not exiting through the frame. Or they maybe welded on the outside of the frame. Or if you choose not to use factory brackets you may use ¼" flat iron but may not extend past the front of the A-arm or come in contact with the A-arm. They also may NOT be welded on the top or bottom of the frame at all.

A-16 Any factory rear axle allowed but must be four (4) or five (5) lug car axle and can be braced. Eight (8) lug rear ends are allowed and may be braced. Must be mounted in stock manner and location. Four (4) or five (5) lug axles may have a 7" weld in center of their rim, eight (8) lugs may have a 9" weld in center. Spider gears may be welded and lockers are allowed. Slider drive shafts are allowed. NO reinforcing of control arms.

A-17 Suspension and frames must remain stock, unless noted otherwise. Front suspension may be welded solid using a 2" wide strap with 2" being attached to the upper A-arm and 2" to the frame. You may not cut anything off frame to get added height. ALL body mounts, except radiator support body mounts, must be no less than a 1" spacer NOT being welded to body or frame. Bolts may be replaced, but only with ¾" bolts with 4" washers maximum. Rear ends may be chained with one (1) loop of chain per side and must go around the hump on the frame rail. Leaf spring cars may add up to eight (8) leaves

total, no more than two (2) main leafs, and must have a 1" stagger and original thicknesses and mounting points. Leaf springs can have four (4) homemade leaf clamps, 2" wide, 1/4" thick, with a 3/8" bolt bolting the clamps together; two (2) in front of axle and two (2) in rear of axle, following same procedure for both sides and may also keep factory ones if they are good. No modification of trailing arms allowed and must be the stock arms. Four (4) coil springs spacers per coil are allowed in front and rear of the cars. Coil springs may be wired either on the top or around the rear axle, but not BOTH. Y- framers may suck the Y together. No added metal and no welding on the bottom. You MUST leave space on bottom for inspection and can put the long frame bracket alongside of the frame or using shock horns in the inside of the frame but not both. You can only bend over the tab on top welding it without using any extra metal. If the welder can't weld it then don't weld it. Pinch frame cars may NOT bend over tops then weld it, but may weld both seams from back of A-frame to front bumper. Double coil springs ARE ALLOWED IN THE REAR.

A-18 Welding from firewall forward is allowed on top seam only, not exceeding 1" in width.

A-19 Car numbers must be visible from both sides of the car, preferably on the front doors or on a roof plate.

A-20 When tipping a car you may tip it in one spot in front of the tranny cross member. You may pie cut it and weld it back together, NO adding metal.

A-21 When making a homemade tranny cross member you may only weld a 6" piece of angle iron, 1/4" thick by 3", on the frame. Cross member may be no bigger than 2" x 6" rectangular tubing. The tranny may not come in contact at all with the front of the cross member, it must be allowed to slide back without stopping. You may bolt in the tranny mount to the steel tail shaft only, or the stock mount, or chain it, but if bolts shear off or chain breaks, tranny must be able to slide back. No other braces may be welded from cross member to the boxes or frame.

A-22 You may use full engine protectors and tranny protectors, but firewall must be cut wider than the dp and the floor must have a slit in it on top of the tranny from firewall to tail shaft.

A-23 Bumper heights minimum 14" and maximum 24" to the bottom of the bumper.

A-24 Pinch frame mopars may weld the K-member to the frame rails.

Thanks for Your Cooperation Everyone!

If you have any questions, before you build, please call the following people:

Derbies of Dakota

Cody Mittleider, Head Tech: Telephone: 701-368-0072

Elaine Mittleider, President: Telephone: 701-320-2164