



2018 MILD WELD CLASS

DRIVERS and PIT CREW MEMBERS

-Drivers must be at least 16 years of age. All drivers must fill out an entry form. Everyone requesting a pit pass must sign a release waiver. All drivers must have a valid driver's license. No drugs or alcohol in pit area. Any driver or pit crew member believed to be under the influence will be immediately disqualified and may be prohibited from future events. Entry fees and pit passes are non-refundable. Any misconduct or breaking of the rules will also result in disqualification at the discretion of the officials. No switching of drivers. **OFFICIALS DECISIONS ARE FINAL! RULES ARE SUBJECT TO CHANGE AT ANYTIME!**

VEHICLE TYPE

-Any American made hardtop, 2 or 4 door, automobile or station wagons is permitted. No trucks, jeeps, ambulances, hearses, limousines, Full Frame Chrysler Imperials, 4x4's, or utility vehicles.

PREPARATION

-All glass; including windshield, side & rear windows, head & taillights must be removed. Rolling down windows is NOT permitted. Sunroofs must be covered with sheet metal and properly secured.
-All exterior chrome moulding, hubcaps, emblems, wiper arms, plastic grilles, outside door handles, and plastic or fiberglass header panels must be removed before entering grounds.
-All carpeting, interior moulding, rear seats, headliners, inner door panels, and any other flammable material must be removed before entering grounds. Dash boards are optional. Vehicles MUST be swept free of all debris.

INTERIOR & CAGE

-Any battery, any size permitted. Must be securely mounted to floor and covered. Push button and switches permitted. No loose wiring. "Playing" with wiring is considered sandbagging!
-Original fuel tank must be removed and replaced with marine type, neoprene, polyethylene, or metal tank and securely mounted and covered. **NO PLASTIC TANKS OF ANY KIND!** Approx. 8 gallons per heat. All fuel lines must be secured, clamped & leak-proof. Any car leaking fuel will result in disqualification. Electric fuel pumps are permitted.
-It is highly recommended that a 4-point type safety cage be placed in driver's compartment. Bars not to exceed 4" diameter, square or angle. 1 bar across dash and 1 bar behind seat. 2 adjoining bars, perpendicular to dash and seat bar, to attach them together.

End plates not to exceed 12" square. Bars must be securely welded. Bars may not attach to frame or floor in anyway.

-Roll-over bar is permitted and **MUST BE ATTACHED TO SAFETY CAGE ONLY! NO ANGLING OF ROLL-OVER BAR!** Bars not to extend forward past dash bar nor extend further back than kick panel/rear decking area.

-1 rear window bar permitted. Can be welded or bolted and **MUST BE SHEET METAL TO SHEET METAL ONLY!** No thicker than 3/8" x 3".

-Free-floating gas tank protectors **ARE** permitted. May not exceed 24" width. Must be centered between frame rails and attach to back seat bar only. Must be 6" off floor. Must have a 1" gap. Must not attach to any other part of the car.

BODY

-Doors must be fastened shut by wire, chain, banding or welding. Maximum 3" wide strips. Any door that comes open will result in disqualification. It is highly recommended that the driver's door be re-enforced. **INEVITABLY YOU WILL GET HIT IN THE DRIVER'S DOOR! IT'S A DEMOLITION DERBY, NOT A DRAG RACE!** All door seams may be welded solid with max. 3" wide strapping. Tops of doors may be pinched together and welded. No added metal. Sheet metal to sheet metal only. No interior seams may be welded. Rust holes may be patched with no thicker than approx. 14 gauge sheet metal. **YOU MUST PROVE YOUR RUST!**

-Hoods are optional. Steel clutch fans must be covered. Hood must have a 12" hole cut to either side of carburetor, unless using headers. Headers must point straight up. Hoods must be open for inspection and then fastened shut in 8 locations **ONLY** by #9 wire, banding or chain. 2 strands of wire per location. Front core support mounts may be 2 desired locations. May use 1" all-thread and 3" max. washers. Two strands of wire/banding/chain may run from core support to bumper.

-Decklids & tailgates may be fastened shut by wire, banding, chain, or welding. Wire/chain/banding use 8 locations, 2 strands per location. Sheet metal to sheet metal **ONLY!** 2 locations may attach to rear bumper. No attaching to frame! If welding, only 3" wide strapping. Must follow 5"-on-5"-off pattern. A minimum of a 12" hole must be cut in the decklid for inspection or you will cut your welds! Cannot be welded to bumper!

-Quarter panels must remain in stock "POSITION". You may tuck or "V" decklid **BUT** quarter panels must remain in stock position. Wedging, tucking, or removing speaker deck is permitted. Must have a minimum of 12" between bottom of decklid and trunk floor. No added bolts through trunk to pan. No interior seam welding permitted.

-Body may be creased as desired. No added metal.

-Max. 2" tubing to space core support. May be welded to core support **ONLY!**

-Fenders/wheelwells may be trimmed for clearance. Max. four 3/8" bolts per wheelwell.

-Body mount rubbers & sleeves may be removed. A 1/2" of spacing must remain between body & frame. (3" wide max.). Spacer may not be welded to frame in any way.

-Body bolts may be replaced with maximum 5/8" bolts & 3" washers (1/4" thick).

CHASSIS and FRAME

- **FRAMES CANNOT BE REINFORCED OR STRENGTHENED IN ANYWAY WHATSOEVER!! FRAMES WILL BE CHECKED THOROUGHLY!! OFFICIALS DECISIONS ON FRAME IS FINAL!! PRE-RAN FRAMES MAY BE REPAIRED AT A MINIMUM! NOTCHING IS PERMITTED.**

-Coil spring cars may be converted to leaf springs 7 springs maximum 5/16" thick 2 1/2" wide and no longer than 60" in length there must be a 1" stair step. Springs cannot mount farther forward than the body mount in front of rear end main leaf must be on top of springs and rear end must set on top of main. Front mounting bracket may be 3 1/2" wide X 5" long no thicker than 1/4" Rear shackle can be no bigger than 1/4" X 5" and must be a working shackle.

-Watts Link cars must use factory production brackets and installed to "stock type" location. ZTR brackets permitted.

-Trailer hitches must be removed. Max. 8-lug rearend. Rear-end braces permitted.

- No frame seam welding permitted. Rust repairs may be made at a minimum. Must be butt-welded, no overlapping. Must use same thickness material as frame. (TAKE PICTURES FOR EVIDENCE)

-Tilting of frame is permitted in one of three ways. Cold bend or cut at crush boxes or cross member. Factory seams may be cut and pushed down. YOU MAY ONLY WELD WHAT YOU CUT! All factory holes must remain. NO ADDED METAL!

-You may use 4" angle max to bolt cross member. Max. 3" tubing/angle/channel for cross member. Must be bolted to cross member angles. DO NOT WELD TO FRAME!

-Hump plates are permitted on non-leafed cars only!! 1/4" thick (approx.) 4" wide x 24" long. **CONTOURED OR STRAIGHT ACROSS HUMP PLATES PERMITTED.**

-Front frame may be shortened as desired, HOWEVER, if shortened past factory core support mounting hole, no bumper shock or bracket may be used. Bumper shock may only extend 6" past factory core support holes. Max. 2" tubing to space core support. May be welded to core support **AND FRAME.** No shortening of rear frame.

-If you have 12" of bumper mounting, you MUST have a 2" slice at the 6" mark (weld **AND** material). You may leave the other 4" as one of your given fix-a-plates or **COMPLETELY** remove it. ****SEE 'PRE-RAN CARS' SECTION FOR MORE DETAILS.**

-A-arms may be welded or bolted to lock front suspension. 2"x4" plates max! Must not strengthen frame in anyway! No aftermarket spindles and/or A-arms permitted.

-All-thread rear shocked are permitted. Must not strengthen frame in anyway!

-2003 & newer Fords may swap factory engine cradle for any '80s and newer factory production steel cradle. They must be replaced like their original, factory counterparts. Using only the factory brackets only! No added metal may be used. A-arms must be in factory location. All welds must consist of 1 single bead! **DO NOT RE-ENFORCE CRADLE!**

-Spring pockets may also be used off older model car. No altering of frame in anyway!

-Any OEM automotive bumper is permitted. DEC bumpers are permitted. Can use either stock, factory production bumper shocks & brackets OR hardnosed. Bumper shocks & brackets must NOT be longer than 6" back from end of frame.

CHRYSLER IMPERIALS

-No full frame Imperials permitted.

-Sub-frames may be swapped in other Chrysler production cars. No extra metal to mount swapped sub. Must be mounted in factory production style. New body mounts may be added.

ENGINE and TRANSMISSION

-Any motor/transmission combination is permitted. Motor and transmission mounts may be chained or welded, so long as it does not strengthen frame in anyway. Hand throttles permitted. Shifting linkage may be altered. Air cleaner mandatory. No ether. Transmission

coolers are permitted and all lines must securely clamped and leak-proof. Burp tube is recommended on transmission dipstick tube to re-route fluids & prevent fire.

-Engine cradles are permitted. Extreme cradles permitted. No wider than headers. Must not strengthen frame in anyway! No motor plates to frame.

-Distributor Protectors are permitted. No wider than 14". Must have a 1" gap between DP & dashbar.

TIRES, RADIATOR, and FAN

-Maximum 16". No liquid in tires. Tubes acceptable. No tires screws, rivets, or bead-lock on rims. No studded tires. Wheel weights must be removed. No split rims.

-Radiator must remain in stock location. Steel clutch fans must be covered. Electric fans permitted.

PRE-RAN CARS

-All body tears & rips may be repaired at a MINIMUM! 1" overlap only! No thicker than 16 gauge sheet metal. Overkill on repairs will result in completely cutting material away.

ABUSE IT AND LOSE IT!

-May use no more than 4 fix-a-plates. There must be visible damage where fix-a-plate is used. 4"x4" maximum. CAN ONLY BE USED ON TWO (2) SIDES OF FRAME!

-Reclipping frames are permitted. Must be same make/model as car being used. Must be butt welded with single 3/8" bead of weld (That's generous enough!). NO ADDED METAL!

SAFETY and RUNNING

-Each driver/car is only allowed 1 re-inspection. Only driver & 1 crew member permitted during inspection. All vehicles subject to post derby inspection!

-DOT or Snell approved helmet mandatory. Eye protection must be worn. Long pants, sleeves, & gloves are highly recommended. A 2.5 lb. fire extinguisher must be mounted and properly secured within driver's reach.

-OFFICIAL'S DECISION ARE FINAL!! ANY DOOR THAT COMES OPEN WILL RESULT IN DISQUALIFICATION. ANY VEHICLE SMOKING EXCESSIVELY OR LEAKING FUEL WILL BE DISQUALIFIED. BOUNDARIES MUST BE MAINTAINED AT ALL TIMES. 1-MINUTE TIME LIMIT ON ALL HITS. HITS MUST BE AGGRESSIVE!! NOT MAKING AGGRESSIVE CONTACT IS CONSIDERED SANDBAGGING. SANDBAGGING WILL NOT BE TOLERATED FOR ANY REASON!! ALL CARS MUST HAVE DEPENDABLE BRAKES.

-ALL DRIVERS MUST ATTEND DRIVER'S MEETING. ANY CAR NOT REMOVED FROM VENUE WITHIN 24 HOURS WILL BECOME PROPERTY OF DERBYDOG PRODUCTIONS.