

Eitzen Derby July 4th, 2020

Full Size Limited Weld Build Rules

1st \$2000 2nd \$1000 3rd \$500

Questions call: Nick Schaller 507-993-1295

General

- Pre-registration \$50
 - Ends June 30th, 2020
- Day of registration \$65
- Must be 14 or older
 - Under 18 need parent or guardian signature; parent or guardian MUST be present
- Registration will begin at 9:00 am
- All drivers and crew members must attend the drivers meeting held at 1:45 pm
- Show will start at 2:00 pm
- If car does not pass inspection and/or driver is unwilling or unable to change car to pass inspection, entry fee will not be reimbursed
- Absolutely no additional welding to body or frame other than what's in the rules
- All rules will be followed, or you will not run

Vehicles allowed

- Any domestic sedan, coupe or station wagon
 - No Imperials or Imperial subs
 - No 2003 and newer Ford products
 - No Limos or Hearses
- Any engine is allowed
- Any transmission is allowed

Personal protective equipment

- Must have working seat belt
- Must have a full face helmet
- Clear or tinted safety glasses
- Fire resistant long sleeve clothing is recommended
- Long sleeve shirts, no t-shirts
- Closed toe shoes are required
- Long pants are required, no shorts

Fuel cell

- Must use a metal fuel cell
 - If you use a plastic fuel tank, it must be inside of a metal box
 - No plastic fuel cans
 - Must have fuel cell mounted in the center of the back seat area
 - All lines and connections must be safe and tight
- Fuel cells must be securely mounted
 - Any unsafe fuel setups will not run, officials decisions are final
 - You may build a mount on the floor
 - Mount may not exceed 36" wide
 - Must be secured to the sheet metal of the floor only
- Stock fuel tanks must be removed

Safety Cage

- 4 point cage is recommended for this class, dash bar and seat bar, with connecting door bars
- 2 down bars to the top of frame or body per side, 4 total
 - 6" or smaller material only
 - Must be no further forward than the inside seam of the front doors
 - Must be no further back than the body mount under the rear seat or front leaf spring mounts on Mopars and other unibody cars
 - Must be vertical, do not angle forward or back
- Dash bar
 - No bigger than 6" tubing
 - Required if the dash is removed
 - Shall not be up against the firewall bulkhead
- Seat bar
 - Required to run
 - Mounted to door posts behind front seat
 - No bigger than 6" tubing
 - Must be no further than 12" from back of seat
 - This will be measured from back of seat to back side of seat bar
 - Must be at least 12" above the floor
- Door bars
 - May be up to 8" channel
 - Must connect to all bars being used for the cage, and shall not extend more than 2" past the bars themselves
- Rollover bars
 - Can have only a single loop

- May extend down to floor or frame
 - Will count as two of your allowed down bars
- May bolt to the roof in 4 spots with ½” bolts max
 - May gusset forward or inward to door bars or seat bar
- Fuel cell protector
 - Highly recommended
 - Mounted to the rear of the seat bar protector off of seat bar centered in the vehicle
 - No wider than 30”
 - Must be at least 4” off floor and 1” off package tray sheet metal at start of derby
 - Cannot be used to brace anything
 - If you have a fuel tank protector, your tank must mount to it; you may not bolt tank to floor and have a protector around it
 - You may build a loop off of this protector no more than 4” taller than the tank and may gusset to seat bar or vertical bars of rollover loop
- Battery protector
 - Up to 2 batteries may be used
 - Must be safely mounted in the front passenger area
 - Must be protected
 - Nothing excessive and cannot strengthen the vehicle

NOTE: the cage is for personal safety, not intended to strengthen the vehicle

Body

- Must remain stock unless stated in the rules
- All glass, plastic and chrome trim must be removed, if it could get peeled off and litter the track, take it off ahead of time, don't make me tell you to take it off
- All interior must be removed, except driver's seat
- All decking in station wagons must be removed
- Rusty sheet metal may be patched with sheet metal only
 - Leave rusty metal in place and repair over it
 - No more than 2” overlap
- Inner fenders may be trimmed, and bolted to fenders, no welding
 - No more than 12, 3/8” bolts per fender, 2” washers max
- Must have a 12”x12” roof sign with your number clearly visible
- Must have your number on the side of your car with your number clearly visible
- Body creasing, shaping, pre-bending is allowed
 - Do not double roll body lines
 - Do not bolt, wire, weld, etc. body lines
- Body mounts may be replaced with all thread
 - 3/4” threaded rod max for body mounts
 - 1” threaded rod may be used for core support per hood rules
 - 1” threaded rod may be used for the 2 trunk lid mounts per trunk rules

- Up to 3"x3" by ¼" thick washers inside frame and 4"x 4" by ¼" thick on top of body
 - Washers may not be welded to frame or body
- Body mounts must remain in stock locations, no adding of body mounts anywhere
- Must have at least a 1" spacer between body and frame
 - No larger than 2" diameter
 - Must not be welded to frame or body
- Core support
 - Spacer may be up to 6" tall
 - No larger than 2" diameter
 - May be welded to top of front body mount on frame OR bottom of core support, not both
- Doors
 - Must be secured shut in ONE of the following ways
 - Tight chain or wire, 4 per door seam, no welding chain anywhere
 - Weld 5", skip 5", weld 5", skip 5" ect.
 - All welding must be on the outside, sheet metal to sheet metal
 - 3" wide strap max
 - Drivers door may be welded solid for drivers safety
- Windows
 - 2 pieces of #9 wire per window opening, 2 wraps
 - One per window may go around frame or to body mount, do not weld or bolt anything extra to frame to attach wire to
 - Windshield bar or mesh is required for safety
 - Rear window bars allowed
 - Cannot connect to cage or rollover bar in any way
 - Sheet metal to sheet metal only
 - 2" material only
 - May have up to a 4"x4 " by ¼" thick plate on roof and trunk lid
 - Bolted with up to 2, ½" bolts
 - No fresh sedagons
 - You may sedagon a pre ran only
 - roof may only be chained or wired to fenders in 3 spots per side, 6 total
- Hood
 - Must be open for inspection
 - Must have a 12" hole cut in case of fire
 - May be secured in up to 8 total locations using wire, chains or bolts
 - No less than 4 spots, factory hinges do not count
 - May bolt or weld angle iron to fenders and hood and bolt them together
 - Up to 2" angle may be used, and up to 5" long
 - You may use two ½" bolts

- 2 may be the core support bolts and go through frame at body mount
 - Mopars may weld this to top of frame right behind core support only
 - Up to 1" all thread may be used
 - 4"x4" by ¼" thick hood washers max
 - Hood skins may be bolted together with 12, 3/8" bolts
 - 2" washers max
- Trunks
 - May be tucked or trimmed but 50% of lid must remain in factory position
 - May connect lid to frame in 2 places
 - You may use up to 1" all thread and go through body mount hole or weld to side of frame
 - 9 wire or up to 3/8" cable or chain may also be used
 - May be wired, chained or bolted in 8 spots of the factory location, not in the tucked portion
 - If you choose to weld trunk lid shut it may be weld 5", skip 5", weld 5", skip 5" ect. For the part in factory location, NOT in tucked area
 - 3" wide material max
 - You may not bolt, chain, wire and weld; choose one
 - Trunk skins may be bolted together with 12, 3/8" bolts
 - Trunk rules apply for tailgates as well

Frame

- Absolutely no additional welding to frame other than what is stated in the rules
- No trailer hitches, must remove mounting brackets completely
- No stuffing metal in frames
- No frame shaping other than peening humps over rear wheels
- Front frames may be shortened to body mount hole
 - Mount must remain in factory location, do not cut off and reweld
- You may cold bend frames
 - Cannot plate over where bend is
- Top frame seam may be welded from firewall forward
 - This starts at the body mounts under the firewall, nothing behind that point.
Do not get greedy
 - Single pass no more than ½" wide
 - If this is excessive you will blow it out
- Fords may tilt at boxes
- Metric GMs (77 and newer) will be allowed a 3"x12" by ¼" thick hump plate
 - Must be contoured and centered on the hump
 - Do not abuse this or you will cut

- You may tie frame rails together in 2 spots behind rear end
 - May use a 3/8" chain or 2 wraps of #9 wire
 - Do not weld or bolt this to frame in anyway, wrap around only
- Rusty frames may be patched
 - Leave rust in place so we can see
 - Use a piece of up to 3/16" plate to patch
 - Leave a spot un-welded to prove thickness or it will be drilled
- 4 fix-it plates TOTAL, 4"x6" 1/4" MAX, nothing larger
 - 2 per frame rail

Bumpers

- Any factory car bumper may be used as long as it works with the rules
 - May be loaded, seam welded, and have vents and ends capped
- Manufactured bumpers are allowed
 - May have a 4" point tapering out over no less than 30"
 - May be no more than 8" from back of bumper to tip of point
 - A factory bumper skin may be welded on
 - may not be manipulated to increase point in any way
- Bumpers may be chained, wired or cable to body in 4 spots
- Maximum bumper height is 30" to top for front and rear bumpers
- Minimum of 18" to top for front and rear bumpers
- Brackets/Shocks
 - All brackets/shocks may be no longer than 14", factory or homemade
 - Front brackets allowed on front only
 - Brackets may only be welded to one side of frame with beads not exceeding 1/2" in width
 - Do not wrap brackets around frame unless they came that way from the factory
 - If shocks are inside frame the back must be able to be seen
 - This will be done with a scope if need be
 - No homemade shocks
 - Shocks may be collapsed and welded or bolted
 - Homemade brackets may be 4" wide by 14" long and no more than 3/8" thick material
 - Teepee plates are okay but must not be wider than 4" on frame

Steering / Suspension

- A-arms, ball joints remain stock type
 - Aftermarket OEM type ball joints are allowed
- Must be stock car suspension and springs, coils and leafs
 - Doubled coils are okay

- Leaf packs may have up to 9 springs in pack
 - Must have at least a 2" stagger behind rear end and at least 1" stagger in front
 - You may have up to 4 clamps per leaf pack
 - May be up to 2"x5" by ¼" thick
 - 2 bolts per clamp, ½" bolts max
- Spacers may be used in sagging springs to get height
- May chain or wire rear end to frame in one spot on each side
 - 3/8" chain max or 3 wraps #9 wire
- Rear end control arms must be stock
 - You may cut and shorten with up to 1" overlap
 - Cannot be reinforced
- Cannot weld or gusset to frame in any way, bolt only as they come factory
- Watts conversions allowed
 - Uppers must be 2 pieces
 - 3"x3" tubing with up to a 4"x6" by ¼" thick plate
 - May be lightly welded or bolted to package tray with up to four ½" bolts per mount
 - Can only go through package tray, not body and package tray
 - Lowerers you can use 3"x3" up to 5" long
 - May be bolted or welded to frame in factory location
 - Up to four ½" bolts or a single pass weld bead
 - Cannot strengthen frame in any way
 - Attach control arm only
- A-arms may be welded, bolted or chained down
 - You can use two 2"x5" by ¼" thick straps per a-arm
 - 3/8" chain, 2 links welded to frame per a-arm, 1 in front of a-arm and 1 behind
 - No gusseting of links
 - Everything must remain 2" away from ball joints
- No ball joint protectors
- Tie rods, ball joints, spindles and all other components must be stock car type
 - Tie rods may be reinforced
- Manufactured steering shafts are ok
 - No hydraulic steering

Tires

- Any tire allowed (Ag, forklift, stuffed, foamed, doubled, fluid filled tires ect.)
- No rims larger than 16"
- No wheel weights or studded tires
- No split rims
- Rims may be full centered with bead protectors
- No outside beadlocks
- Tires may be screwed to rims

Drivetrain

- Engine
 - NO full cradles, distributor protectors or mid-plates
 - May use lower cradles with pulley protectors, front plate, and carb halo
 - Pulley protector may not be used to reinforce
 - Pulley protector cannot touch sway bar
 - Carb halos cannot be used as a brace, only to protect carburetor
 - Motor mounts may be welded to engine cradle
 - After market manufactured mounts are allowed
 - Cannot attach to frame anywhere
 - Engines must mount in factory location only
 - May run 2 chains or wires from motor to frame as a secondary hold down
 - Only 1 link may be welded to frame per chain
 - 3/8" chain max
 - No excessive welds
 - Must run radiator and be in factory location or looped hoses
 - Homemade radiators are allowed but be no more than 1/4" thick
 - Must not strengthen in any way
 - Bolt, wire or ratchet strap only
 - 6, 1/2" bolts only
 - Up to 2" washers
 - Absolutely no welding
 - If running factory style radiator, may use up to 1/4" thick protector
 - Must not strengthen in any way
 - Must not be larger than radiator
 - Bolt, wire or ratchet strap only
 - 6, 1/2" bolts only
 - Up to 2" washers
 - Absolutely no welding
 - Switch panels are allowed
 - Any fuel system and ignition system allowed
 - Electric fuel pump must be wired with ignition to shut off with the engine
- Transmission
 - NO steel bells, steel tails, or transmission braces
 - Aluminum bells and ultra-bells are allowed
 - Steel bell may be used on manuals only for protection from clutch failure
 - This may not strengthen car in any way
 - Bell housing adapters may be used, cannot be used to strengthen car

- Transmission cross members may be stock car or 2"x2" tubing
 - May be welded on
 - If relocating you may weld a piece of 3" angle iron 6" long to frame and weld cross member to that
- Transmission Oil Coolers are allowed but must be safe and securely mounted in a safe location
- Slider drive shafts are allowed
- Any shifter is allowed
- Differential
 - Any 8 lug or less rear end may be used
 - No bracing may contact frame or act as a gusset to strengthen frame
 - May be chained to frame in one spot per side
 - 3/8" chain max
 - May weld 1 link to frame go around axle and weld one link to frame
 - Links may not act as bracing or gussets in any way

Brakes

- Must have working brakes at the start of show
- Pinion brakes are allowed but must not strengthen car
- Bolt in pedal setups are allowed but cannot strengthen car

Appearance

- Cars may be painted and decorated with the interest of good taste in mind
 - No profanity anywhere on the car
 - No inappropriate slogans or logos
- NOTE: Keep in mind children will be attending this event

- Cars will be impounded after tech and lined up in staging area so they are ready to go once track is clear. This is to keep show rolling and limit hazards in the pits.
- No frame welding or modifications other than what is stated in rules.

Anything more than what is in the rules will be cut. I will do my best to work with people on builds and try to give every car a chance to come and compete. Feel free to call or text me if you have questions, concerns or want clarifications of the rules.

Nick Schaller 507-993-1295