

90s & newer Compact Class-

2022 RULES AND REGULATIONS
R&R Total Destruction Promotions, LLC
Rob Baker - 515/971-1328 or www.RandRpromotions.com

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!!

2. Any-Front wheel drive compact car only. When using stock tank under car, must relocate fill tube thru 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 crewmembers must attend the drivers meeting.

6. 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. 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 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. 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!! Judges 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!! 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, trunk lids, hoods and hatches can have 8 spots of chain or wire only. No bolts. Wire and chain can only go around the sheet metal and not to frame.

2. DO NOT weld on the frame or the frame seams.

3. K- member must remain stock, front mount may be replaced with .

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 – non- 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 be 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 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 no brackets, shocks or added materials!

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 8 spots of wire or chain from sheet metal to sheet metal only. Nothing to the frame!

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:**

No pipes up thru hood. All exhaust must be under car/engine as factory—No headers. No Carbs either!! Engines and trans may be swapped out but mount in stock location and with the stock mounts!

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 3/16 inch or less. You are allowed to weld the patch 2 inches past the rusted out area, leave the rust in place.

16. You will be allowed 4 total repair plates, to repair bent frames Plates can be 4" X 4" 3/16th thick. Must have a ½' hole drilled in plate for inspection. No plating at the event!