

## **General Rules:**

- 1. A \$300.00 per team (allows only drivers into pits).**
- 2. Deadline to register for the Team Event is July 21, 2023.**
- 3. Every pit-man and anyone else wanting into the pits will have to pay (no passes with driver or car). No one under the age of 14 allowed in the pits.**
- 4. All cars must be equipped with seat belts for driver.**
- 5. No pickups, trucks, ambulances, hearses, sports cars, motorcycles, jeeps, or convertibles will be eligible to run.**
- 6. No 73 or older imperials, no imperial sub-frames, and no 60's Lincolns allowed. No sub-frame swapping and no sedagons (wagons made to sedans). No 03 and newer Fords.**
- 7. Only driver shall be allowed in arena after the derby has started.**
- 8. All drivers must remain in their car after their car is eliminated until contest is over. Drivers may exit car during fire or removal of bumper. Helmet and seatbelt must remain on.**
- 9. It is illegal to hit driver's door. Anyone doing so will be called out. Also, no blocking with the door.**
- 10. All contestants must sign waiver before participating in the derby.**
- 11. After second fire, car is eliminated.**
- 12. Two-minute contact rule. Any car not moving and making contact for two minutes will be eliminated.**
- 13. No sandbagging or holding! You will be disqualified.**
- 14. Top three teams WILL be re-inspected before any prize money is handed out.**
- 15. Only the last two cars running will be pulled apart to determine places.**
- 16. Any controversies will be taken up at the drivers meeting.**
- 17. Judges decisions are final!**
- 18. No hot-rodding in the pits. Keep it at idle.**

**19. Pit meeting at 4:00 p.m.**

**20. Derby starts at 5:00 p.m.**

**21. Any cars not inspected by their tech time, or if your cars do not pass inspection, you will forego your entry fee and not get to participate. BE EARLY!**

**22. CARS ONLY HAVE ONE CHANCE TO RE-TECH AFTER YOUR FIRST INITIAL TECH AND YOU ONLY HAVE 1 HOUR TO FIX ANY CHANGES NEEDED AFTER YOUR FIRST TECH!!! BUILD ACCORDINGLY!!! IF YOU DO NOT PASS RE-TECH, YOU ARE LOADED!!!**

# Mobridge Limited 3-Man Team Rules

## Bumper

1. Any Factory Bumper or homemade bumper may be used.
2. Pounding the factory skin down and seam welding it to the structure of the bumper is fine.
3. You may fold the ends of the bumper around and weld them.
4. The bumper cannot extend any further back than the front of the frame.
5. Loaded bumpers will be allowed.
6. Bumper inserts are okay as an option of loading.
7. Homemade bumper dimensions is a max diameter is 8" OD. The point cannot exceed more than 12" out from the back side of the bumper. The point must span over a width of 32" minimum.
8. The furthest back part of the bumper cannot go any further back then 2 radiator support mounts on the front most edge of the hole.

## Bumper Brackets

1. Bumper brackets or 1 pair of automotive shock horns may be used.
2. Brackets can be 4"x3/8" thick. Teepee style bumper brackets are okay or used as a flat plate only.
3. Brackets and shock horns must touch the bumper.
4. Brackets can extend back to the front side of the spring pocket, or to the front shock mount (non-spring pocket cars).
5. Brackets or shock horns may be placed on 1 of 3 sides. 1 of 2 sides or the top of the frame rail. If there is an existing lip you **CANNOT** bend it over.
6. You may have only one (1) plate per frame rail as your bracket.
7. There is no shaping the plate into any other configuration. (Angle iron, square tubing, etc.)
8. Plate or bumper brackets must remain one piece.

## Frame

1. May shorten frame to the front edge of the radiator support mounts.
2. Do not relocate mounts
3. Seam welding top seam only, firewall forward, 1/2" wide bead max.
4. Absolutely no rust repair or fix it plates. This goes for used cars as well. You may cut the tab/boxes to tilt front ends but not the bottom.
5. Core support spacers may be welded to the frame or to the radiator support but not both.
6. **ABSOLUTELY** no capping frames.

7. If you choose to tip an old iron, you may do so in cold bending. You cannot cut at the firewall mounts then re-weld.
8. **ABSOLUTELY** no pie cutting.

### **Suspension**

1. Factory suspension is all you may run. No aftermarket spindles, hubs, or A-arms.
2. Factory ball joints or stock replacements. No aftermarket. Bolt in factory replacements only. **ABSOLUTELY** no screw in ball joints or weld in rings or aftermarket bolt in plates to accommodate screw in ball joints.
3. Aftermarket tie rods are allowed, you may reinforce stock ones.
4. Do not manipulate or change the shape of the A-arm or lower control arm.
5. Nothing may be welded to the lower control arm nor can the upper A-arm be welded down other than with the two (2) straps you're allowed.
6. Welding A-arms down, you may have (2) 2X6X1/4 straps per A-arm. 1 strap per one side of the A-arm. One 6" side of the strap must be welded fully to the outside edge of the A-arm.
7. Absolutely no hydraulic steering, no aftermarket steering sectors.
8. Factory coil springs only, no aftermarket.
9. Springs may be kicked out and welded to lower control arm.
10. No doubling front coil springs.
11. No all-thread shocks.

### **Crossmember**

1. 2"x2" O.D 1/4" thick may be used. No, you can't load them. 1/2" hole must be present on the bottom side.
2. Can't pass through the rail. Factory crossmembers can't be loaded or reinforced.
3. Crossmember must go straight across, side to side.
4. Can use (2) 2x2x1/4" angle iron for mounting crossmembers, 1 angle per side 8" long. These have to be welded to the inside of the frame only and must touch the crossmember. Don't use these as a kicker or you will move them.
5. Crossmember may be welded or bolted to these angle irons.
6. **ABSOLUTELY** no part of a 03' and newer may be used in any build.
7. Crossmember must remain in factory location.

### **Rear-end**

1. Braced rear ends are allowed. 5 or 8 lugs.
2. May double rear coil springs.
3. Upper and lower trailing arms may be lengthened or shortened. You may reinforce stock ones or you may have homemade upper and lower trailing arms. Must mount in factory location.

4. Watts conversions will be allowed. You may convert a Watts link to a standard 4 link in the following way.
5. No weld-in package trays.
6. Use the upper and lower trailing arm brackets off an older Ford or aftermarket brackets allowed, but no thicker than  $\frac{1}{4}$ ", and may be attached with 4-1/2" bolts on each side. Must be separate plates not all 1 plate, and not oversized. No positioning of brackets to strengthen frame. Must be in factory location. You may have 12" of weld per side to weld on an 80's Ford factory lower trailing arm bracket, or an aftermarket lower, no bigger than factory size.  $\frac{1}{4}$ " thick, no pinning frame with the lower bolt. **If we find the lower to big you will trim it or be asked to redo it.** So, use good judgement.
7. Leaf spring cars may stack springs. Total of 9 springs. 1 main leaf, plus 8. Must be in a 1" stagger.
8. Springs must be factory to the car you run. No truck, pickup, tractor, or any other type of spring. No flat stacking springs.
9. May have 6 homemade clamps per side. 3x3 is the max O.D. The clamp bolts cannot go through the spring pack.
10. Homemade shackles are okay, rears only. Two 2X6X1/4 straps per rear rail to mount the spring pack is all you get. They must mount in factory location and may only be bolted, not welded to the frame.
11. You may have 1 loop of 3/8" chain to chain the humps.
12. No all-thread shocks.
13. You may chain or 9 wire in 1 spot tying the rear frame rails together. You may weld one chain link to the inside of the rail on each rail. No wrapping the chain around the rails or bolting the chain to the frame so it pins it. 3/8 chain only & 4 loops of 9 wire may be used as well.
14. No shortening rear frame rails.
15. Any factory rear bumper and bracket may be used on the back. Or 4"X3/8 plate may be used in place of a factor bracket. These can go on any 1 of 4 sides.
16. A piece of tubing may be used as well in place of a bumper. 6" diameter max of the frame measuring from the end of the rail you will have 14" of bracket to weld to the frame. THIS INCLUDES FACTORY BRACKETS AS WELL!! Bracket must touch the rear bumper.

## **Engine**

1. Any motor may be used.
2. Lower cradles only, front plates OK.
3. May be welded in or aftermarket mounts may be used.
4. Pulley protectors are allowed, if you run one, sway bar must be fully removed.
5. Mounts may not come past the frame seam.
6. No kickers from cradle.

7. Motor and radiator must be in stock location.
8. Nothing can tie the lower cradle to the steel bell at all.
9. Pully protectors cannot be used as a motor mount or tied to anything.
10. Oil pan protectors are okay but cannot be tied to anything.
11. If you run an adaptor plate, it can go no wider than the heads, no taller than the block & it must pass freely through the firewall and not tie into anything.
12. Absolutely no distributor protectors.

### **Transmission**

1. No braces or protectors
2. Slider yokes are fine.
3. May have a steel bell, but **DO NOT** tie it to anything.
4. 1 loop of 3/8" chain or factory mount may be used to mount transmission.
5. Steel tails as well as aluminum are okay.
6. Aftermarket cases are allowed but they must be free floating and must slide across the crossmember at any given time through any part of the show. You cannot lock them in. If you do, you will be changing it. Tranny tunnel must be cut 16" parallel to the tranny.

### **Body Mounts**

1. Body mounts may be replaced. No adding mounts.
2. Must have a minimum of a 1" spacer. Spacers cannot be bigger than 2" O.D. square tubing or pipe.
3. No one piece mounts at the firewall. Spacers cannot be welded.
4. Bolts may be replaced, 1" max bolt size.
5. Body mount washers can be 5"x5" or 6" round by 3/8" thick. Body mount washers must be on top of the mount inside the car.
6. Radiator support mounts may be sucked tight to frame. You may use all-thread to replace the support mount, the all thread may be welded to 1 of 2 sides or the top.
7. Core support spacers can be no bigger than 2"x2" O.D. or 2" O.D. tubing.
8. No all thread through the trunk.
9. Body mount bolts must be recessed on the inside of the frame. They cannot go all the through to the bottom.
10. Any length body mount is fine. They must run vertical and cannot be bent or used as a kicker and they may not be tied to anything other than to keep the body and frame together. They may NOT pass through the firewall or dash at any point.

### **Body**

1. No plating or skinning bodies along with seam welding.
2. 8-3/8" bolts per wheel well.
3. Hoods and trunks may have 14-3/8" bolts.

4. 2" O.D. washers max.
5. Body cannot be welded to the frame.
6. Drivers' door window net only.
7. 2 windshield bars only. A-frames are ok. Can be welded or bolted, 4" past the window seam plus 4" on the roof is the max attachment point.
8. Back window bar 2"x2"x1/4" O.D. or 2" O.D. tubing. Attachment point is 4" on roof plus 4" past the trunk seam, bar must be straight from roof to trunk lid and cannot tie to the halo or gas tank protector. Bar must be 6" away from the gas tank protector at the start of the show.
9. Doors may be welded 5" on 5" off. 3"x1/8" door strapping. Same goes for the trunk.
10. Only the driver's door may be welded solid and may be skinned. 1/8" material only. It cannot go past the rocker and only 1 1/2" past your door seams.
11. May have 8 hood pins 1" max. Cannot be attached to the frame other than the 2 at the radiator support. Hood pins must remain vertical. They cannot angle!!!! Hood pins may not exceed more than 20" long other than the 2 at the radiator support. Hood pins cannot in any way be used as a kicker in any way!!! Bottom of the pin must be minimum 8" away from the closet part of the frame to that pin!
12. You may run #9 or strapping from the radiator support to the bumper in 2 spots only! 4 loops max or 2" wide strapping 1/8" thick max. This must come from the top of the support beam.
13. Hood plates- 5"x5"x3/8" or 6" round by 3/8".
14. Hoods must be removeable.
15. No 9 wire or cable may be used until after the heat. After the heat you may use unlimited 9 wire.
16. Aluminum trunk lids may have 24 bolts to secure the lid to the body.
17. **ABSOLUTELY** no body seam welding.
18. Hood hinges cannot be welded.

## Cage

1. All bars must be inside of the car. No bars inside of the doors.
2. Max diameter is 6" O.D.
3. If running an aftermarket or steel bell, dash bar must be 6" away from the bell at the closest point of the dash bar.
4. Driver and passenger door bars cannot extend back further than 12" from the front rear door seam. For 2 door cars no than 12" from the rear seam on the door.
5. 2 down bars are allowed per side. 2"x3" O.D. Front down bars must be 4" back from the inside door seam to the front of the down bar. The other 2 down bars cannot go further back than the middle pillar.
6. Halo and Roll Loop-6" O.D. tubing max, cannot be welded to the frame.

7. Dash bar, door bar, and gas tank protector must be 4" off the floor or closest point of sheet metal.
8. Gas tank protectors are allowed, 24" wide max.
9. Protectors must be 4" away from sheet metal. Do not pound or manipulate the sheet metal in any way and it cannot be tied to the roof or back window bar.

### **Tires and Wheels**

1. No bigger than 16" wheels.
2. Any tire combination is okay.

### **Fix It Plates**

1. (8) 6X6X1/8" plates will be allowed per car. And 8 plates per car only!
2. Plates can go anywhere on the frame only. No kickers to bell housing etc. FRAME ONLY!!
3. Each plate can have up to (6) 1/2" plug weld holes in it. And the plate must remain one piece.
4. Plates must be 1" apart, this will be measured from weld to weld.
5. No doubling or over lapping plates.
6. We will have the plates at the show. You will be able to purchase them from The Mobridge Demolition Derby after all heats are ran. The purchase mark must be visible on the plate for inspection and not welded over or filled in.