

General Rules:

- 1. A \$300.00 per team (allows only drivers into pits).**
- 2. Deadline to register for the Team Event is July 19, 2024.**
- 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. (NO EXCEPTIONS)**
- 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. Only driver shall be allowed in arena after the derby has started.**
- 7. 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.**
- 8. It is illegal to hit driver's door. Anyone doing so will be called out. Also, no blocking with the door.**
- 9. All contestants must sign waiver before participating in the derby.**
- 10. One-minute contact rule. Any car not moving and making contact for two minutes will be eliminated.**
- 11. No sandbagging or holding! You will be disqualified.**
- 12. Top three teams WILL be re-inspected before any prize money is handed out.**
- 13. Only the last two cars running will be pulled apart to determine places.**
- 14. Any controversies will be taken up at the drivers meeting.**
- 15. Judges decisions are final!**
- 16. No hot-rodding in the pits. Keep it at idle.**
- 17. Pit meeting at 4:00 p.m.**
- 18. Derby starts at 5:00 p.m.**

19. 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!

20. 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 are 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.
9. Bumper height cannot exceed past 20" to the bottom of the bumper.

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 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.
5. There is no shaping the plate into any other configuration. (Angle iron, square tubing, etc.)
6. Plate or bumper brackets must remain one piece.
7. Bumper brackets may not go any farther back than the front far most point of the A-Arm.
8. Brackets may be placed on one of three sides, both sides or the top. This includes factory brackets or shock horns as well. You will cut them even if they are a factory, shock horn or bracket.

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, ½" wide bead max. **ABSOLUTELY no inside seam welding. THIS IS AN AUTOMATIC DISQUALIFICATION!**
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. You can only cold bend from the transmission crossmember forward in one spot!**
8. **ABSOLUTELY no pie cutting.**
9. Rear frame height can be no lower than 14' to the bottom of the rear rails measured at back farthest point of the rear rail.
10. Any manipulation or additional welding, plating of the spring pocket will also result in **AN AUTOMATIC DISQUALIFICATION.**
11. **ABSOLUTELY NO HEAT TREATING FRAMES!!!!**

Suspension

1. Factory suspension is all you may run. No aftermarket spindles, hubs, or A-arms.
2. Aftermarket tie rods are allowed, you may reinforce stock ones.
3. Do not manipulate or change the shape of the A-arm or lower control arm.
4. 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.
5. Welding A-arms down, you may have (2) 2X4X1/4" straps per A-arm. 1 strap per one side of the A-arm. One 4" side of the strap must be welded fully to the outside edge of the A-arm.
6. Absolutely no hydraulic steering, no aftermarket steering sectors.
7. Factory coil springs only, no aftermarket.
8. Springs may be kicked out and welded to lower control arm.
9. No doubling front coil springs.
10. No all-thread shocks.
11. Bigger ball joints may be used as well as weld in rings for upper & lower ball joints. The rings cannot be over 2" tall and may not be welded to any part of the frame.

Crossmember

1. Can't pass through the rail. Factory crossmembers can't be loaded or reinforced.
2. Can use (2) 2x2x1/4" angle iron for mounting crossmembers, 1 angle per side 8" long. They must touch the crossmember. Do not use these as a kicker or you will move them.
3. Crossmember may be welded or bolted to these angle irons.
4. **ABSOLUTELY no part of a 03' and newer may be used in any build other than specifically for a 03' and newer.**
5. Crossmember must remain in factory location.
6. **ABSOLUTELY no factory crossmembers!!!**
7. Every car must have a 2x2x 1/4" O.D. crossmember. You cannot load or stuff the crossmember. You may only have 1 crossmember and it must be on the bottom of the rails.
8. You must be able to see all the way through the whole length of the crossmember.

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 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. 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.
17. **ABSOLUTELY no kickers off the rear end to the frame!**
18. If you run spring pockets, the top of the pocket from the closest point of the frame must be a minimum of 4" away from the inside of the frame rail.

Engine

1. Any motor may be used.
2. Pulley protectors are allowed, if you run one, sway bar must be fully removed.
3. Mounts may not come past the frame seam.
4. No kickers from cradle.
5. Motor and radiator must be in stock location.
6. Nothing can tie the lower cradle to the steel bell at all.
7. Pully protectors cannot be used as a motor mount or tied to anything.
8. 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.
9. Absolutely no distributor protectors.
10. Lower cradles only. Front plates and pully protectors are fine. No part of the cradle including carb halos, header protectors cannot extend past the last spark plug location.
11. No oil pan protectors!
12. Engine mounts, factory or after market mounts may be used. One mount per side of the motor. In place of the mounts, you may use (2) 6X6 plates 1/2" max material to mount the engine. You cannot have both. No additional bracing what-so-ever! Plates may be bent or manipulated, but must remain one piece.
13. Engine crossmember cannot be plated.

14. **ABSOLUTELY NO MID PLATES!!!!**

Transmission

1. Slider yokes are fine.
2. May have a steel bell, but **DO NOT** tie it to anything.
3. Steel tails as well as aluminum are okay.
4. After market cases are allowed but cannot be braced. If running a stock case, you may run a brace. They may be locked into the crossmember with only a 6X6 mounting surface to lock the transmission in. It may be bolted, welded or 1 3/8" chain may be used for securing the transmission or brace to the crossmember.

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.
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. Body mount bolts must be recessed on the inside of the frame. They cannot go all the through to the bottom.
9. Body mounts cannot exceed 6". The fire wall mount bolts must be trimmed flat with the top of the nut (only 1 nut) to tighten them up. 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.
10. Body mount spacers may be welded to the frame with a single pass weld around the spacer only. On the outside of the spacer, no larger than a 1/4" weld. Spacer can only be welded to the frame. Any part of the spacers, washers, bolts or anything at all tied into the pedals, battery box...**YOU WILL BE LOADED!! NO QUESTIONS ASKED!**

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.
19. You may run all thread through the trunk. They may be in place of 2 factory body mounts in the factory location or they may be welded down the side 3" on the frame of uni-body cars. They may pass through the trunk lid but cannot tie to anything (wagons CANNOT have threaded rod that passes through the roof at any point).
20. Pedals/ pedal set ups and battery boxes must have a 2" gap from the body mount & this includes the bolt and washer circumference). The measurements are made from the outside of the washer to the closest point of the set up or box. Both can only be mounted to the floor pan with a max of (4) 1/2" bolts with washers no bigger than 2" O.D. You may run a cage mounted battery box if you wish. Neither one, pedals or box cannot be tied to the down bars. Bolts holding the pedals or the box down cannot pass through anything other than the floor pan sheet metal.

Cage

1. All bars must be inside of the car. No bars inside of the doors.
2. Max diameter is 6" O.D.
3. Dash bar must be 6" away from the bell & brace 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.
10. Roll loops cannot be welded to the frame. No additional supports or bracing off of the role loop for ½" bolts max to bolt the roof to the role loop. No welded the roof to the role loop.

Roof Signs

1. 1 panel no thicker than 1/8" material with only a 2" flange on the bottom to bolt to the roof with no more than (5) 3/8" bolts with a 2" max diameter size washer. Sign cannot be longer than 30".

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) ½" 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.

03 & NEWER

1. You may only have a 14" bumper bracket on one of two sides or the top.
2. You MUST run factory aluminum cradle & factory suspension.
3. **ABSOLUTLEY no homemade spring pockets.**
4. You can only run the factory rack.
5. You cannot wrap the cradle.
6. You may run a steel cradle. It must contour and match the size of the aluminum cradle and it cannot be any bigger than the aluminum cradle. It may only be on the top side of the aluminum cradle only! It can only mount with the factory (4) bolts on the top of the frame only.
7. You may cold bend in one place from the crossmember forward.
8. No after market steering boxes. You must run the factory rack.

ALL RULES ARE FINAL! IF IT IS NOT IN THE RULES, IT DOES NOT MEAN YOU CAN DO IT! FOR ANY QUESTIONS, CALL CODY ZELLER AT 605-848-4891.