

Mannington District Fair Full Size Car's (V8) Derby Rules 2018

Any year, foreign or domestic, mass produced 2 or 4 door hardtop car or station wagons permitted.

No 1973 or older Chrysler Imperials or Imperial sub-frame cars permitted. No open roofs, trucks, vans, or four wheel drive vehicles permitted. No smash top wagons "Sedagons" are not permitted. No limos or utilities permitted.

If it is not in the rules, it does not mean you can do it. Please call first.

Helmets, long sleeves, and eye protection must be worn at all times. Seat belts must be fastened.

Drivers will be given one warning for sandbagging before being disqualified. You must make an aggressive hit every 60 seconds. You will have one minute to restart your car. You are permitted to continue racing if your car catches fire once; however you will be disqualified after the second fire. Do not use your driver's door as a shield. Driver's door hits are NOT permitted.

Team work will **NOT** be tolerated in any way!!! If caught running together the derby will be stopped once and you will be warned. The second time we stop the derby for the same cars those cars will be made to track shot each other nose to nose!! If you or the other drivers refuse to do such it will result in immediate disqualification.

Stripping

All outside hardware such as glass, plastic, fiberglass and chrome molding, door handles, mirrors, etc. must be removed prior to arrival. No broken windows in doors. All flammable material must be removed. All airbags must be removed.

Suspension

You may weld the front suspension using flat stock or angle iron from lower A-arm vertically to the frame using 3" inch welds on frame with only one piece per side with a maximum thickness of ¼ inch. You may swap A-arms with any OEM automotive (car only) A-arm. No truck A-frames permitted. No added metal to the A frame is permitted. Only stock OEM tie rods are permitted, but they may be reinforced. OEM ends and links only. No aftermarket or home-made tie rods will be accepted. No aftermarket spindles are permitted. Any OEM automotive (car only) stock spindle will be allowed. No added metal is permitted. No aftermarket or truck ball joints are permitted (car only). Screw-in ball joints are not permitted. No metal can be added. No coil to leaf spring conversions. Factory leaf springs must be mounted in the factory orientation. Factory leaf sprung cars will be allowed five 5/16" factory leaf springs in factory configuration and location with a 5" stair step. No upside-down or sideways leaf springs. Shackles and U-bolts may be

swapped. A maximum of 3 spring clamps will be permitted, with one in front of the wheel and two behind. Maximum size of leaf spring clamps will be 2"x 5" x 1/4" using two 1/2 x 5" bolts per clamp.

Sway bars may not be altered from OEM shape or size. Sway bars may not be welded to the frame in any way.

Sway bars are to be mounted to the frame using OEM brackets and hardware in its factory location. The sway bar may not be welded to the pulley protector. You may bolt the sway bar to the lower A-frame using a 1/2 inch maximum bolt. You must use the sway bar in the factory orientation. The sway bar cannot come into contact with the engine cradle before or after the race.

Watts's link conversion kit may be used. This must be mounted in the 80s style factory location and manner. Factory trailing arms (both upper and lower) must be used. 4x4x6" tubing may be added to the frame for lower trailing arm mounting purposes. Trailing arms may be lengthened or shortened, but they may not be reinforced. There will be a maximum overlap of 2 inches. Factory bolt hole sizes must be used. Where the Watts link is bolted to the frame, there must be an inspection hole in the body, making the bolts visible.

Maximum size of 1" all-thread may be used in place of factory shocks. All-thread must be placed in the factory shock location. The all-thread may not pass through the body in any location.

03 and newer Fords will be allowed to use the old style steering box draglinks, spindles, upper A-arms and tie rods, NO ADDED METAL !!!!! The FACTORY aluminum cradle MUST be used and MUST stay in the FACTORY LOCATION!!!! Your steering box must be mounted in the same Manner as came off the car it came off of, NO EXCEPTIONS!!!! Steering box must be bolted thru the frame like the factory intended it to be, the idler arm may pass thru 1 layer of frame only and be welded or bolted NOT BOTH !!. ALL of the factory crush zones, holes must remain open and untouched, ANY Questions please call if done wrong this would be too hard to FIX at the event SO CALL 1st PLEASE.

Rear-end

Any five or eight bolt rear end pattern is accepted. Spider gears may be welded.

A simple 2x2 steel strap or box brace may be added across the rear end from backing plate to backing plate, but it cannot be welded to the backing plate. No leaf spring conversions.

Frame

Hump plates on outside of frame only 4"x24"x1/4" thick. Can not exceed past the frame!! If tilting frame do NOT add extra metal (strictly enforced). Front frame seams can be welded from A-Arms forward. Top of frame ONLY. Single pass weld!! No other seam welding is permitted (even where the factory forgot!). No chains from frame rail to frame rail. Notching or dimpling of rear frame rails is allowed for frame bending purposes only. ALL FRAME REPAIRS MUST BE OK'D and VERIFIED FIRST!!!! If your frame Repair is OK'D ONLY THEN can it be repaired in the following manner!! No frame repair may be longer than 4" long and 4" high using 1/4 flat stock. **Must prove rust or bend MAX 4 PER CAR!!!!** No angle

iron. No frame holes may be welded shut. Front frames maybe shortened but no farther than the front side of the factory core support mount hole. Front frame mounts may not be moved and cannot be reinforced. No painting or undercoating on, inside, or outside of the frame. No blended metals, no grinding or buffing of frames.

Crossmembers

May be changed out to 2"x2"x1/4" max square tubing. Transmissions may be mounted using factory transmission mount or one 3/8 max chain wrapped around and bolted (not welded) to cross member. You may use 2"x2"x1/4" angle 6 inches to mount crossmember to the frame. Crossmember must run straight.

Bumpers

Any OEM bumpers permitted. Bumpers can be seam welded only. No fabricated or aftermarket bumpers unless specified. No loaded, homemade bumpers or DEC / SMW bumpers permitted. Ends of the bumpers MUST be open!! Chrome may be welded to the backing plate of bumper. You may hard nose the bumper to the frame and may have a 10"x4"X3/8" plate welded with a single pass no larger than 1/2" wide on the outside (A-Arm side) or the top. Not on the bottom, or inside (engine side) of the frame. Nothing is permitted inside of the frame unless using a stock shock mounted with factory hardware in the stock location and not welded in any fashion other than the bumper to the end of the shock. If using a shock on the outside it can't be attached in any way beyond the 10" back from the bumper. Anything beyond the 10" measurement will be cut and removed. Bumpers cannot be welded to the car body in manner. Front bumpers may be attached using a triple strand of #9 wire in two locations running from the front bumper to the radiator support. 3/8" chain may be wrapped and welded to outer bumper skin for both the front and the rear with a maximum of two links welded to the frame top and bottom. Bumper chains must be welded to the frame within 10 "from the bumper. Anything welded beyond 10" will be removed. Bumper chains may not pass through the body in any manner. Chains are to be attached from the bumper to frame only. Bumper chain links may not be welded from the skin to the frame.

Body

All quarter panels will remain at factory OEM height top to bottom. Trunk lids/tailgates may be welded in a three on/three off pattern sheet metal to sheet metal only. ¼ inch plate maximum. Welding underneath the plates is not permitted. The trunk may not overlap the quarter panels. No interior body seams may be welded. The trunk may be bent down to the floor and welded in four places using 4 pieces of 6x1x1/4" angle. Outer body panels cannot be welded to inner panels. The maximum amount of dip in the trunk lid is 8 inches. One fifteen inch inspection hole is required hole may be bolted in with a maximum of 5/16" sized bolts, 1 inch in length with 1 inch washers. Body panels may be creased, but the crease may not be welded. No doubling of exterior or interior body panels. No metal may be added to the radiator support. The radiator may be strapped in two places, vertically. ¼ inch all-thread, one inch banding, or three strands of 9 wire may be used. Condensers may be mounted in four places, factory style only with a maximum of four 3/8 inch bolts. No mesh is permitted.

All hoods must have a minimum of two 12x12 inch holes. Holes may be bolted in six places with a maximum of 5/16 sized bolts, 1 inch in length with 1 inch washers. 3x3x1/4 inch maximum dimensions for the hood hold-downs. You may add 3x3x3x1/8" angle to the inner fender for hood bolt mounts. You may use eight 1/2 inch bolts for hood hold-downs or four 7/8" hood hold down bolts sheet metal to sheet metal only. You may replace the front two hold-downs with 1 inch all-thread running from the frame through the core support. All-thread must run vertically. This all-thread may not be sleeved with pipe or tube. Hoods must be able to be opened for inspection.

The driver's door may be welded solid. Doors may be welded, banded, bolted, or chained shut. If welded, a three on/three off pattern must be used. 1/4 inch plate maximum. Six locations of wire or banding may be used if you choose to do so. Three strands of wire per hole or one banding strap per hole will be the

maximum permitted. Chain, wire, or banding must not pass through the frame in any location. Maximum strands of wire is three, maximum width of banding must be one inch. Chaining, wiring, and banding must be done sheet metal to sheet metal.

Firewall and transmission tunnel may not be excessively cut. No creasing, welding or doubling of the transmission tunnel. Absolutely no alterations to the transmission tunnel are permitted. A maximum of 12x12 inch hole is allowed in the firewall. Front and rear window bars may be made of 2x2 inch square tubing, or chains may be used. No leaf springs. Bars may go a maximum of 2 inches onto the roof, they cannot meet the cage halo. Wheel wells may be drilled and bolted with a maximum of 3/8x1 1/2" bolts in six places.

Body Mounts

You may change all the body mounts 7/8 x 6" inch bolts only. You may use 3"x 1/4" thick maximum washer size (square or round). Body mount rubbers can be removed. Maximum washers top and bottom must be 3x3x1/4". Body mount hole may not be moved or made smaller and washers may not be welded in the hole. No additional body mounts are permitted. Relocation of the body mounts are not permitted. Body mount bolts will pass through one layer of the frame and the sheet metal of the floor. A maximum of three inches will be permitted on risers made of 2x2" tubing. Risers may not be fastened to frame, core support, or body of the car in any way.

Roll-Cage

You may run one bar behind the seat (from post to post), one bar for the dash, and one bar for each door connecting the seat and dash bars, creating a 4 bar cage. 4x4 inch tubing or 4 inch pipe maximum size to be used for the dash and seat bars. 1/4 by 6 inch mounting brackets may be used for dash and seat bar installation. The dash bar is to be located a minimum of 5 inches above the transmission tunnel and a minimum of five inches from the firewall to be measured at the center of the distributor. Door bars may not extend more than 8 inches past the seat bar and be made of no larger than 6 inch C-channel.

No down bars connecting the cage to the floor are permitted in any manner. No kickers connecting any part of the cage to the frame in any location will be permitted. Cage may not be formed to the outer skin. No seat belts may be bolted to the floor in any location connecting 2 points !!!!

A rollover halo bar may be installed for protection. The halo bar must run vertically from the rear seat bar only. The halo bar may be attached to the roof in two places using 1/2 inch bolts. It cannot be attached to the frame in any manner.

Gas Tank

Gas tank protectors will be permitted. Gas tank protector can't touch the floor or body in any way. Gas tank protectors will consist of only three bars, centered on the seat bar. Gas tank may be mounted behind the driver's seat or mounted on the rear seat bar. It must be located a minimum of 3 inches from drive shaft tunnel and 3" inches from package tray area. The fuel tank must be securely mounted to the rear bar or floor. No more than 1/8 inch of play will be permitted. Maximum width for gas tanks protectors is 24 inches wide, including the protector if you choose to use one. Gas tanks must be constructed of steel.

This includes metal fuel cells, Jerry cans and boat tanks. No plastic tanks or lacquer cans will be permitted (even if you put it in a milk crate!). Fuel line must be securely fastened and clamped so that it may not pull free from the tank. Gas tanks must also be covered with a cover made of non-flammable material. Four ½ inch holes must be drilled in the floor underneath the tank if it is mounted on the bar, or around the perimeter of the tank if mounted on the floor. If you are using an electric fuel pump, you must use high pressure fuel line. A shutoff switch must be located on the dash bar. Shutoff switch must be visibly marked.

Drive Train

Any engine or transmission is permitted, but must be mounted within six inches of the stock location using stock or comparable motor mounts only. Any stock style 2 bolt transmission mounts are permitted. No transmission modifications allowed; such as steel bells, steel tail shafts, bracing, or brackets. You are allowed one chain mounted to the transmission cross member only. Chain links cannot be welded. The maximum size of chain is 3/8 inch. Motor chains must be used with a 3/8 inch maximum size. Chain must be bolted to the motor and dropped vertically with no more than two links welded to the frame. Links may not be welded from the frame to the motor.

Distributor protectors may be used but **MUST BE 5" from dash bar**. A simple engine cradle/pulley protector is permitted. This cradle/protector may encase the bottom half of the engine only. Skid plates may be used for the oil pan and transmission pan separately. No single skid plate covering both pans will be permitted. Skid plates cannot extend beyond two inches past the pan.

Transmission coolers and oil coolers are permitted. fuel coolers are permitted. Transmission coolers must be secured, contained, and covered inside the car for the driver's protection using the proper transmission line for the application (JIC recommended). Headers are permitted. Aftermarket shifter, gas pedal, and brake pedals are permitted. Aftermarket steering columns are permitted. Electric fans are permitted. Slider drives shafts are permitted.

The radiator must be mounted in the factory location. No homemade radiators or water tanks.

Cars must have working brakes. All fan blades must be covered by hood and you must run an air cleaner!!

Tires and Wheels

Any rubber tires are allowed up to 16" in diameter. All tires must be air-filled only (no foam, water, etc.). OEM stamped steel wheels only. No solid wheels, No bead locks. Simple valve stem guards are permitted "ANY" weld-in centers are allowed to achieve desired bolt pattern.

Battery

One 12 volt battery will be permitted. Battery must be bolted to the passenger side floor board. A battery box is highly recommended. Battery must be covered with non-flammable material.

Pre-Run Cars

All pre-run cars must comply with the rules stated above. You will be allowed to have Max of FOUR 4"X4"x1/4" "fix it plates" per car. They can be welded solid, must be able to prove the bend. You may repair the body but can't use anything heavier than factory sheet metal. NO SKINNED CARS. Officials decision final on all repairs. **DO NOT GO OVERBOARD OR YOU WILL CUT!!** Please contact an official if you have a question.

Rust Repair

Sheet metal only to patch the body. You can weld solid but you must prove the rust. Frame repairs need to be approved by an official. Pictures may be required. **DO NOT GO OVERBOARD ON PATCHING OR YOU WILL CUT!! JUDGES DECISION FINAL.** Please call for questions.

Time Limit

All cars must be at the show and registered **45min** prior to the show's start time (8:00) to be eligible to run. This rule is to ensure an 8:00 pm start time. We need time to inspect cars so please don't try to abuse this rule.

**For any questions or concerns about rules or derby please contact- Gary Flickner
- 304-534-0138 and Tyler Thorne 304-657-1989**