

General Information

Entry Fee: **\$50.00** - You will be required to pay entry into the fair. The fair entry fee will be deducted from the driver's entry fee at registration.

- Entry fee allows **driver** and **one crew member** access to the pit area! This will be noticed by wristbands. Anyone without a wristband will be removed from the pit area.

Wristbands will be sold at the registration tent for driver's who want/need more help in the pit area. These wristbands can be purchased for **\$15.00**.

Trucks hauling Derby Cars will only be permitted in the pit area. Any driver who has a tool truck with him will be permitted to drop the tools off in the pit area. However, the tool truck must then leave the pit area until all events have been completed. This is due to the limited pit area availability.

You **must be** 16 years of age or older to enter the pit area! - (Russell County Fair Insurance)

We would like for all cars to be lined up for inspection by 5:30 PM. We understand that delays can occur. We encourage you to call and let us know what is going on if something comes up and you are unable to make this time.

Registration will begin at 4:00. Derby staff will be at the fair grounds by 12:00. You may arrive anytime.

Full-Size Class Rules (Old & New Iron)

General:

- Any year American made sedan or station wagon is allowed EXCEPT: Imperials, Hearses, Limos, Checker Cabs, and Ambulances. No 4X4's, AWD, SUV's, vans, convertibles, T-Tops, El Caminos or any model with a truck bed. No Sedagons.
- Do not paint anywhere on suspension or frame.
- Cars must be stripped completely. Remove all decking in wagons. Vehicles must be clean of all debris. All glass removed.
- Must have a working seat belt. (Lap or Shoulder)
- You may remove anything, **NOTHING** can be added!!
- Any tire may be used.
- Any stock wheel can be used in this class, Weld in center allowed, beadlocks allowed. No (2) piece wheels!

- All cars must have working breaks.

Body:

- You may remove body bushings and suck body tight to frame. 3/4inch body bolts max! Body bolts may not exceed through the frame, must be inside the frame only. Nut and plate on top. Maximum plate size is 4" x 4" x 1/4" inch.
- You may weld the driver's door all the way around, all other doors 6" on/6"off. 3" x 1/4" strap max.
- Doors must be at least chained or wired.
- Body creasing will be allowed on the rear quarter panels and front fenders only other than this there will be Zero crease enhancement, Zero sheet metal forming, shaping or folding.
- Side Rear quarters must remain upright in factory location, not beat down IF CAR IS PRE RAN QUARTERS MUST BE PULLED BACK UP AND BE UPRIGHT WHEN THE CAR TAKES THE TRACK. NO WEDGE CARS, NO EXECPTIONS!
- You are allowed (4) 3/8" bolts per wheel well
- Rust repair is limited. Patched metal must be the same thickness as floor boards or body. Max 1inch overlap to good metal outside rust area. Do not abuse this rule or you will cut!
- No welding of interior body seams.
- You may run a driver's door plate. Can overlap the driver's door seam 3". (1/4" thick max).

FRAMES:

- ABSOLUTELY NO WELDING ON FRAMES ALLOWED except You may weld frame seams A arms forward single pass 3/8" max bead!!!
- No re-stubbing or clipping frame.
- Frames must appear completely stock in appearance. No frame shaping. All factory frame holes must remain open. Absolutely no metal may be added inside the frame.
- You may notch or dimple the frame in multiple locations per frame rail. Notch or dimple must be between back of rear humps and back bumper. NO EXCEPTIONS.
- IF SHORTENING THE FRONT FRAME SECTION, you may shorten it to the front edge core support mounting hole. On Cadillac's A MINIMUM OF 20" OF FRAME MUST REMAIN. MEASUREMENT TAKEN FROM FRONT OF FACTORY COIL POCKET LOCATION TO THE BACK OF THE BUMPER.
- Coil spring cars may have a 22"x6"x3/8" hump plate, Leaf springs cars get 12" x 6"x 3/8 hump plate, metric gm's may have 32"x6"x3/8" hump plate, plate must be on the outside of frame facing the wheel and must be clear of any rear end bracing by 3". Plate must be located between the 9 and 3 o'clock on frame rail.
- 80's – 02: You are allowed to cut tabs and tilt at the crush boxes or cold bend or cut and weld back with a single pass, must be in front of factory cross member. Max spacer at core support is 8", no added metal. 03 and up NO TILTING!
- All cars must use the factory core support mounts. There is to be no welding of angle iron or pipe to the side of the frame to mount your core support. This mount is considered a body mount. Mount may be replaced with 1 inch all thread that may run through the top side of hood.
- Core support and core support mount must be in factory location.

- Fresh or Pre Run Cars: You are allowed 4 plates total. 4" x 4" x 1/4" thick plates only. No splitting up or dividing to double plate. These plates can be anywhere on frame but can't act as kicker or gusset and can't attach to the body and can't be on crossmember. These plates must remain square they can not be stretched or manipulated to be longer. These plates must be painted white.

- Pre Runs: You are not allowed any additional plates after your 4. You get your choice when to put them on. (4 plates total on car)

SUSPENSION/STEERING:

- No suspension modifications allowed. Must remain strictly stock. Suspension must travel. Only exceptions below.

- No aftermarket or gm lift spindles.

- You may weld A-arms down 1 strap per side of A-arm 1/4" thick 2" x 4". If welding a-arms down the a-arm must appear stock. Do not deform or alter a-arm. ONLY THE STRAP IS ALLOWED.

- You may run an aftermarket steering column. Steering box must be in factory location. No Hydraulic Steering.

- Aftermarket ball joints are permitted. Only welding permitted is to weld in ball joint sleeves, no added metal. Sleeves permitted but nothing homemade. No square tubing ball joint sleeves.

- Aftermarket tie rods permitted, no heim joints. Must have factory style set up with ball joints.

- Leaf cars may run leaf clamps (Max 4 per side) 1/4" thick, 2" max width, 3/8" Bolts.

- Factory leaf sedans or factory leaf wagons (7 leaf max, no leafs on top of main leaf, no leafs above rear axle, 2" stair step, 3/8" max thickness).

- You may run 1" inch all thread in rear for shock (factory location). Factory shocks must be run in front, no all thread.

- If not using all thread for shock in rear you may use 1 chain on each side from the package tray (not around frame rail) straight down around the rear end. (No welding links to frame rails).

- 2003 and up Fords: All 03 and newer cars must use a factory aluminum engine cradle and steering rack. THIS MEANS THE OEM RACK AND CRADLE, NO AFTERMARKET AND NO TRUCK SWAPS OR OTHER OEM SWAPS. OEM FOR 03 AND NEWER ONLY WILL BE ALLOWED. 03 and newer Fords will be allowed to use the old-style spindles and upper A-arms. NO ADDED METAL.

- Reinforced factory or aftermarket/homemade trailing arms (both upper and lower) are OK. Trailing arms may be lengthened or shortened to achieve correct pinion angle. Factory bolt hole sizes must be used in all control arms. 2" x 3" Max.

- 1998 and Newer Fords: Watts link kits are permitted. If using a watts link aftermarket or homemade it must bolt to the package tray utilizing only 1/2" maximum bolts. You MAY NOT bolt through the package tray to the body. NO WELDING TO PACKAGE TRAY. Watts link uppers must be two separate pieces. Lower may be a max of 2" x 3" 1/4" square cut for desired pinion angle and mounted in one fashion. A bracket on the inside of the frame in factory location may be welded but lower 2"x3" must bolt to that bracket. LOWER CANNOT BE WELDED IN ANY FASHION. Upper watts link uppers cannot exceed 8"x8", lower brackets can be a max of 3"x3" x 1/4" thick and 6 inches long.

DRIVETRAIN:

- You may run any motor and transmission.

- Lower engine cradles will be allowed. Only lower engine cradles, no full cradles, no distributor protectors, no halos, no skid plates, no transmission protectors. Cradle can not in any way tie into or touch the frame or body.
- Pully Protectors are allowed; if running pully protector you must remove sway bar.
- Only lower motor mounts may be welded to cradle only. You may use two 3 / 4" thick 6 x 6 spacers to raise the engine for steering components clearance. You may extend off back of cradle but nothing excessive. Nothing can be welded to frame. For example(SBC in Cadillac or Ford).
- 2003 and up Fords: You may run a Smith Metal Works bolt in engine mounting system or equivalent. Bolt in only no welding.
- You may run aftermarket motor mounts. Nothing may add strength to car!
- No Steel bell housings. No Steel tail housings.
- Ultra Bells allowed. Ultra Bell can only be attached to pump.
- Any 5 or 8 lug rear end. Rear end may be braced but can not add ANY strength to the frame or body. INSPECTORS HAVE FINAL DECISION, YOU WILL CUT IF IT ADD STRENGTHS TO FRAME OR BODY.
- Floor shifters, headers, and gas pedals are allowed. None may strengthen the car in anyway.
- Slip drive shafts are allowed
- Pinion Brakes are allowed.
- You may have 2- 3/ 8" chains attached from engine to frame cradle. For safety only.
- A maximum of (one) 2" x 2" straight square tubing may be used for cross member. This cannot strengthen the car in any way!
- You are allowed 4" x 4" (6" long) angle to help mount crossmember, must be center of crossmember(not to strengthen the car). This angle can only be used at the frame rail.
- Cadillac tails can not be mounted to cross member, it may touch or rest on top but can not be attached in any manner, want to see movement. Notching cross member and wedging tails inside will not be permitted.

DRIVERS COMPARTMENT:

- 4 point cage is highly recommended! Maximum 60inch side bars, 4inch diameter max. Cage cannot extend farther than 6" behind the driver seat. Only (4) down bars are allowed. Down bars can attach only to floor sheet metal and can not pass through the body and must be 4 inches away from the firewall. Down bars must be completely vertical. Roll over bar is optional but recommended. Can only be welded to back seat bar or sidebars. Not to the floor! Roll over bars must be completely vertical. Cage has to be 4" off firewall and 6" off floor
- A front windshield bar is mandatory! 2 windshield bars from roof to cowl area. Cannot be welded. Maximum size: 3" wide, 1 / 4" thick.
- A rear window bar is PERMITTED. 2x2x1/4 tubing and a 6x6x1/4 mounting plate max. It can only attach 6 inches onto the roof (measured from rear window opening) and 6 inches onto the front of the trunk lid and must correlate with the 6" on 6" off. Wagons ARE NOT PERMITTED a rear window bar. Rear window bar has to be 2 inches away from the gas tank protector and can not be tied into halo bar.

- You may weld the driver's door all the way around, all other doors 6" on/6"off. 3" x 1/4" strap max.
- Gas tank and battery must be moved and firmly secured. Aftermarket fuel cell or gas tank behind the seat, battery in the passenger floor board. Nothing may be mounted in such a way to strengthen the car. Boat tanks must be securely mounted and properly covered.
- You may have a 32" wide gas tank protector 3" x 3" max tubing. It must butt up to front side package tray only, (not top, bottom or back) and can not be bolted or welded to anything. You may have 1 diagonal bar on each side coming off halo or rear bar to gas tank protector but must be below the bottom of window opening.

BUMPERS:

- You may use any stock bumper off any car.
- **HOMEMADE BUMPERS ARE PERMITTED BUT MUST MEET THE FOLLOWING SPECIFICATIONS. MUST NOT EXCEED 8"X 8". IF IT HAS A POINT THE POINT MAY NOT EXTEND MORE THAN 4" FROM FLAT FRONT OF BUMPER. POINT MUST TAPER OVER 32".** Homemade Points that step out then taper over 32" will not be allowed. BUMPERS MAY NOT BE SLEEVED AROUND FRAME RAIL. BUMPERS MAY NOT BE BUILT BACKWARDS AROUND RAIL. BUMPERS MUST START AT FLUSH MOUNTING POINT AND BE BUILT FORWARD. NO AMISH POINTYS OR REPLICA POINTYS.
- You may collapse bumper shock's and weld a single pass around the shock. Shock must be inside or outside of the frame (not both).
- Factory Bumpers may be loaded but everything must remain inside of the factory envelope.
- You may hardnose bumpers.
- **HARDNOSEING:** You may hardnose the bumper. If you hardnose you may only square the end of the frame off. Nothing Excessive!!
- You may weld a bracket on the outside of the frame only. Bracket or shock can not be extended, can only be 12 inches long if using factory bracket. You may only bolt or weld 8 inches(single pass only) back from the end of the frame rail, not the length of the bracket or shock. Judges' decisions are final on this. Please call if something is in question.
- If not using factory bumper bracket you may use a 4" x 8" x 3/8" thick plate on outside of frame to mount bumper but you can not use both.
- You may only use front bumper brackets to mount the front bumper. No rear brackets will be allowed for any style car.
- No shocks may be inside the frame UNLESS it came that way from the factory.
- Rear bumper may be hardnosed but no shortening and will be allowed a 4" x 8" x 3/8" plate from rear of bumper or a factory bracket(not both).
- Rear bumper must be square or rectangle in form (2" minimum). Example 2" X 6" is okay.
- No ramp style bumpers coming to a point.
- Maximum bumper height is 21 inches to bottom of bumper. Minimum bumper height is 14 inches to bottom of bumper. If using a pitched bumper bracket it is measured 14 inches to the bottom of frame rail.

TRUNKS:

- Trunk lid must remain in stock location.
- You may pick between 3 options. 1. (6) 3inch length angle to angle with one 3/8inch max bolt per fastener. 2. Tuck trunk, (4) fasteners on top, (2) inside trunk, (fastener's can only attach to

body only). 3inch LENGTH MAX ANGLE TO ANGLE WITH ONE 3/8inch MAX BOLT PER FASTENER. 3. Weld 6 on 6 off, 3" x 1/4" strap max. Pick one or the other, not all.

- If chaining, you're allowed 3/8inch chain in (6) spots.
- If wiring, you're allowed (4) loops in (6) spots.
- If chaining or wiring: 3/4inch washers may be welded to body for chain/wire to run through.
- Absolutely no wedging. You may V or dish trucnk but it must remain 8" off of floor pan and the quarter panel must remain upright.
- Wagons may have a max of (4) fasteners. Pick one from above. Fasteners can only go through the body. Nothing can attach to the bumper.
- If the trunk will not open, a 12 inch hole must appear for inspecting. You may use (4) 3/8inch bolts with 1 1/2inch washers to hold the inner and outer trunk lid together.

HOOD:

- Hood must remain in stock location.
- Hood must be open at time of inspection.
- A 12 inch hole must appear in the hood for fire suppression. (2) 6inch hole's okay. You may use (4) 3/8inch bolts with 1 1/2inch washers to hold inner and outer hood liner together.
- If bolting, you're allowed (6) 3inch max length angle to angle with one 3/8" max bolt per fastener.
- If chaining, you're allowed 3/8inch chain in (6) spots.
- If wiring, you're allowed (4) loops in (6) spots.
- If chaining or wiring: 3/4inch washers may be welded to body for chain/wire to run through.
- You may replace 2 of the 6 points of hood attachments with 1 inch max threaded rod. Rod may replace the body bolt and run through the top of core support and mount through hood. (max (4) 4"x4" plates can be used).

RADIATORS:

- Radiators must be in stock location.
- You may protect the front of the radiator with condenser or 24" wide by 1/8" thick pleated steel or expanded metal or 1/8 core support guards connected by 6 – 1" welds or 6 – 3/8 Bolts.
- Radiator must hold water. No alcohol or antifreeze allowed.
- No foam filler will be allowed around the radiator.
- You may secure the radiator with two options: 1. Two ratchet style straps. 2. Two pieces 3/8inch max threaded rod behind radiator. This rod only may be sleeved.(Rubber hose). This rod only may run from top to bottom of core support. It may not go through the hood! Pick between 1 or 2 but not both. NO EXCEPTIONS!!
- Transmission coolers are allowed.
- No radiator guards allowed. Nothing may be added in core support area.

Compact Limited Weld

4 & 6 Cylinder

General

1. Front Wheel Drive cars only!
2. Max wheelbase: 110.5".
3. All cars **must** be stripped and gutted of plastic/glass.
4. All cars must have a roof sign
5. All cars must have working brakes.
6. May run aftermarket shifters or gas and brake pedals. No trans coolers.

Engine/Transmission

1. Any stock 4/6 cylinder engine.
2. No engine cradles.
3. Engine and transmission mounts can be welded solid or chained.
4. Radiator must be in stock location. You may loop lines.
5. No water boxes.
6. No carb conversions.

Bumpers

1. Any factory OEM bumper allowed.
2. SMW and DEC bumpers allowed.
3. Homemade bumpers can be no longer than 6x6 and no points. Ends must be left open. Bumpers **cannot** stick out past fenders.
4. 10 inch bumper shock may be welded on the outside of the frame rails only. Nothing inside. 2x2 max size.
5. You may hard nose but can't move core support.
6. Can weld a flat piece of 6x6 ¼ inch to end of the frame to mount bumper.
7. Rear bumper **must** be factory.

Body

1. Driver's door may be welded solid and may run a driver's door skin or bar that doesn't expand more than 4 inches past door seams.
2. All other doors may be welded 6 on 6 off.
3. Trunk can be welded 6 on 6 off.
4. Hood can be fastened down in 6 spots with chain, wire, or ¾ bolts max with 2x2 angle iron.
5. Hood must have 12x12 hole.
6. Fenders and quarters can be creased.
7. One battery can be used. Must be located inside the car.
8. Aftermarket gas tank is recommended. Can use factory gas tank if located in front of rear axle.

9. Fuel lines must be double-clamped.
10. No wedge cars. Quarters must be upright. Pre-bending is allowed.
11. You may dish trunk lid.

Tires/Wheels

1. Front tires - any tire.
2. Rear tires - can run solid forklift.
3. No stubbed tires.
4. No bead locks or lip protectors.
5. All wheel weights must be removed.
6. Valve stem protectors are allowed.

Frames

1. Must remain stock.
2. No seam welding.
3. You are allowed for 4x4 ¼ inch plates and can be ran anywhere you like.
4. Rear frames can be notched or dimpled.
5. At core support, you can change that body mount out with 7/8 inch all thread that can go through the hood and bumper shock if you choose. Max washer size 3x3.

Suspension

1. OEM suspension parts.
2. You may lock the front suspension only by welding the shock shaft or clamping.
3. You may reinforce tire rod ends.
4. You may have a piece of tubing 2x2, no bigger than 4 inches welded to the side of frame for your strut to rest on, however, no patch plates can touch the tubing.
5. Rear suspension must be factory.

Cages

1. Four point cage and halo is recommended.
2. Must have a bar behind the drivers seat.
3. Must have a front window bar, cable, or nine wire.
4. Max width of cage bars is 12 inches with minimum of 4 inches.
5. Door bars may not extend more than 12 inches behind the front door seam.
6. Cage material must be 5 inches from fire wall and floor.
7. Gas tank protector is allowed. Cannot be welded/bolted to rear speaker deck.
8. No down legs or kickers.
9. If you run a bolt in a cage that has down legs, there **must** be a 1 inch gap between the floor and bottom of the leg.
10. Back window bar max 2x2 can be welded to halo. Cannot extend more than rear speaker deck.