

Roughrider Days Derby 2019

Limited Weld/Herby Derby Rules

General Rules

1. Any year car may be used other than 1973 and older Imperial's, 1969 and older Lincoln Continental's, and 2003 and newer Crown Vic's, Lincolns or Mercury's. Convertibles may not be used. No imperial frames or subframes may be used. For compacts use 108" wheelbase car or less, 4 or 6 cylinder only.
2. All glass, door panels, headliner, carpet, plastic and all sharp objects must be removed from the car.
3. All cars must have brakes capable of stopping at the beginning of the heat, if at any time during the heat the brakes fail you will be disqualified.
4. All cars must have a working seat belt.

Frames and Bumpers

1. All frames must remain stock unless otherwise written.
2. You may not weld any frame seams or patch any frame rust.
3. Frames must remain stock, they may not be tilted or cold bent in any way. Frames may not be shaped at all, if any frame shaping is found you will be loaded, this includes the rear-end humps, this also includes Y frame cars sucking Y's together.
4. Bumper shocks may be interchanged on cars and welded on but they may not extend further back than 14" from the front of the frame. 1 set of shocks or brackets per car. They may be contoured to the frame but may not go through the frame in any way. If you choose not to run a bumper shock you may use a 3"x ¼" flat plate, this may only extend 14" as well.
5. Frames may be shortened but only to the front body mount hole. Body mount holes may not be altered in any way, this includes moving them or making them larger. Unibody cars may not shorten frames as they have no body mounts, the ends may be cut to square though to make bumper mounting easier.
6. Bumpers may be welded to bumper shocks/ brackets, or the bumper may be welded directly to the front of the frame. Holes may not be cut into bumpers to allow a bumper to be moved back.
7. Bumpers may be interchanged and may be seem welded but may not be stuffed or homemade.

8. Transmission cross members must be stock to car; if the stock one is not available you may use a piece of 2"x 2" tubing 3/16" thick. It must attach in a factory manor.
(contact me if wanting to use something else for the cross member)

Engines and Transmissions

1. Any engine/ transmission may be used in any car; the distributor must remain in front of the factory firewall area.
2. Absolutely no Transmission protectors, Distributor protectors, or Pulley protectors may be used. You may use a steel bell housing and steel tail shaft. You also may use an engine lower cradle only; nothing may extend above the heads on the engine. Front plates and midplates are allowed, if using a midplate it may not be welded to the frame or sheet metal and must be cut off below the bottom of the distributor.
3. Transmissions may only be bolted down using (2) 7/16" bolts. Transmissions may be chained to the cross member but not the frame.
4. Slider driveshafts may be used.
5. Radiators in factory position may be used or you may use a roof mounted barrel using up to (8) 3/8" or larger bolts to secure it, the barrel must be a non-pressurized system.
6. Firewall may be cut out to accommodate distributor.
7. Your engine may be fastened in the car in one of three ways; no additional mounts may be used. (This rule is lenient, contacting me would be best).
 - You may use and rubber engine mount connecting either the engine cradle or the engine side mount to the engine cross member. If you go this option you may use 2 3/8" chain from head of engine to frame.
 - You may use 2x2 tubing and weld that to your engine cradle then to your engine cross member.
 - You may weld or bolt your engine cradle directly to the engine cross member only being connected a max of 10 inches.

Cage and Inside of Car

1. A 4 point cage may be used, max bar size 5"x5". You may have a halo bar to the same dimension; the halo bar may only connect to the roof using only (2) 1/2" or smaller bolts. The halo bar may go to sheet metal; this must be a vertical bar, not angled. A center bar connecting seat bar and dash bar may be used. You may have 1 down bar per side that go to sheet metal only not frame, you may decide where to put them but they must only be attached to your door bars, not dash or seat bar, they must be vertical, not angled (this bar is separate from your other down bar). 2 vertical windshield bars may be used, these bars may be connected. 2"x2" tubing or similar

steel may be used, may not connect to more than 4" of roof or firewall. Rear window bars are allowed, 2" tubing or similar steel may be used, it may only touch 4" of the roof and may not cross the seam of the trunk lid.

2. Battery must be in a steel box and must be secured to the floor or cage. Gas tank must be secured to floor or cage, gas tanks must be made of metal (no plastic tanks). Gas tank protectors are allowed, they must be 4" away from any sheet metal, and no more than 30" wide. It may not connect to your rear window bar, only your seat bar.
3. Homemade steering columns may be used. Cable gas pedal, floor mounted brake and any shifter may be used.
4. Only floor board rust may be patched, no frame or car body rust may be patched.

Rear-ends and Suspension and Wheels

1. Any 5 lug car or 8 lug pickup rear-end may be used, the rear-end may be braced. Pinion brakes may be used. Axle savers are allowed.
2. Front suspension may be swapped out but must stay within the family and must be a direct bolt on application. This applies to steering parts as well. The part must be able to be bought from a part store or off of another car.
3. Front suspension may be welded down only using one 2"x2" flat plate connecting the frame/ spring pocket and the A arm.
4. Coil spring cars may not double coil springs. Coils may be wired in both around the frame and the rear-end. Control arms must be stock. Leaf spring cars may not add leaf springs. Leaf spring cars may add 2 leaf spring clamps, these must be made from flat steel 2"x 1/4" thick using 3/8" bolts.
5. The rear-end may be chain around the frame, the chain must go around the frame and be 3/8" max; it may not bolt or be welded to the frame.
6. 7" wheel centers may be used, 9" for 8 lug rearends. Any Tire may be used, it may be implement tire. No split rims. Valve stem protectors may be used but must stay within 5 inches of the valve stem. No wheel protectors.

Body mounts

1. Body mount bolts may be replaced but only with 1/2" bolts, 3/4" bolts for rearmost on sub frame mopars. Only a 3"x 1/4" washer may be used on both the top and bottom side. The bottom nut and washer must be inside of the frame and may not extend through the bottom.
2. The original body mount rubber must remain between the body and frame except the front one.

Hood, Trunk and Doors

1. Hoods must have a minimum of a 12"x12" hole cut in them.
2. Hoods may be tied down in a max of 6 spots using 1" threaded rod, only the front one may go to the frame, they must go through the body mount hole then may be welded to the frame after that. Unibody cars may weld directly down the side of the frame. The other points may only be sheet metal to sheet metal.
3. Doors and trunk may be welded in 6 spots 5"x5" max ¼" thick. Driver Door may be welded solid using 5" wide strap metal. Driver's door may be sheeted, no more than 6" onto the front fender and 6" onto the rear door area, no wrapping it around onto the frame. No threaded rod through trunk lid.
4. Car bodies may be creased. Again do not crease, tilt or shape frames, you will be loaded no questions asked!
5. You are allowed (5) 3/8" bolts per fender well; (10) 3/8" bolts in the hood and trunk.
6. There is no #9 wire allowed to be used until after the heats are over. Unless it is being used to hold doors, trunk or hood shut in which case may be a double loop but this will count toward an attachment point.

Preran cars may have a total of (4) 4"x4" ¼" plates