

Roberts 2019 Derby Rules

June 2nd 2:30 PM the derby starts
Inspection starts at 8 AM ends at 1 PM

Roberts GND – Official Demolition Derby Rules ENTRY / PIT / DRIVER RULES AND INFO

2 classes and payouts

80's and newer (30 cars max) 1st place: \$2500 2nd: 1500 3rd: 800 4th: 300

Compacts (20 cars max) 1st place: \$1800 2nd: 800 3rd: 400 4th: 300

Will be running heats for compacts an 80's.

Pre-Register to guarantee your spot

Entry Fee of \$60 if pre-registered and paid by 05/21/2019

Entry Fee of \$80 if paid after 05/21/2019

Entry fee covers the car and driver only.

\$20 reinspection for car that do not pass the install inspection. (read the rules and read them again)

\$50 late fee for driver that show up after inspections!!!!

Pit Passes \$15 (be with the derby drivers and their cars also gets you into the derby.

Derby only adults \$10 kids \$5

Must be 18 years of age or older to be in the derby.

ID required – ANY driver may be asked for ID

All drivers MUST attend the Driver's Meeting before the derby.

ANY VEHICLE THAT WE BELIEVE TO BE UNSAFE, WILL NOT RUN

Call **Matt Skoglund** with any questions or for preregistration information at 715-410-1429

Roberts 2019 80's & Newer Rules

1980 and newer Fords

1980 and newer Mopar

1977 and newer GMs

(only metric cars)

General Rules

1. All #9 wire used can only be 3 strands, and chain maximum size of 7/16"
2. If not specified in rules don't assume you can do it, call first.
3. Must remain stock unless specified in rules.
4. Anything you do to prevent the bending of your car will be prohibited and result in disqualification.
5. Read these rules. Then when you're done, read them again.
6. No building to any gray areas, inspectors' decision is final. Re-inspection fee of \$20 for cars that don't pass the initial inspection. Read the rules.

Drivetrain

1. Any Engine/Transmission combination may be used.
2. Allowed: Braced rearends, pinion brakes, aftermarket axles, slider driveshafts, engine cradles (if using a cradle with a pulley protector, sway bar must be removed), weld in centers for rims, tranny coolers, aftermarket gas pedals, brake pedals (may not strengthen car), shifters, distributor clamps, radiator barrels, carb protectors.

3. Not Allowed: Mopar V bumpers, top pulley protectors, distributor protectors, mid plates, transmission braces, steel bellhousings, steel tail shafts, axle savers, truck rear ends. Solid lower motor mounts.
4. May use one 2x2x1/4" piece of square tubing for a crossmember, must go straight across from frame rail to frame rail, no kickers off of crossmember. Crossmember may be welded or bolted into place. May mount crossmember on top of 1 3" x 3" x 4" piece of angle iron on both ends. Nothing else can be attached to crossmember besides transmission mount.
5. May swap rear ends from car to car, no leafing of a non-leafed car. Factory 5 lug rear ends only. May lengthen/shorten control arms to gain correct pinion angle, may cut an overlap a max of 1", no strengthening of control arms. No Watts conversion packs, if running a 98 plus must run stock control arms. Jigging your rearend to fit is ok. If running a braced rearend, it cannot have axle savers or reinforce the car in any way.
6. Engines may be wired/chained in two places. Must be done in a way that doesn't strengthen the car. (For example, no welding of steel onto frame rails to run your chain to)
7. May use any air-filled tire. No solid or foam filled tires, doubled tires are ok. May use washers, large lug nuts and wheel studs. Must remove wheel weights. May use valve stem protectors, wheel centers (NO FULL CENTERS) and inch and a half bead protectors/lock. No other modifying to rims or tires allowed.
8. Must cut firewall out for engine and transmission to pass through. No pressuring of engine and transmission into firewall or tunnel.
9. Radiator barrel may be used. Must be secured using no more than 6 3/8" diameter bolts connected to top and bottom of core support only. Cannot be connected to the frame or gusseted to core support threaded rod in any way. Must have at least a 1" gap between barrel and frame on both sides. Barrel must have some sort of pressure relief.
10. If running a carb protector or square tubing that connects to your headers your hood must be cut out at least 3" behind your headers and your protector can in no way be used to strengthen your car. Hood cannot be bolted to carb protector. Protector must be able to pass through firewall without any obstructions.
11. If running a 03 and newer Ford, the engine must be put in using brackets that cannot be welded to the frame in any way. Use maximum 4" x 4" x 12" x 1/4" Angle iron and bolt them to the top two spring tower bracket bolts. You can weld steel off of those to create a surface for your motor mounts to be welded to. (Must be a 1/4" gap between angle iron and frame and must remain as 2 separate pieces, 1 piece of angle iron with a piece of c channel welded off of that per side to create a surface for motor mount, no additional steel) cannot connect to each other or be gusseted/ bolted/wrapped around or tied into to aluminum cradle or any other part of the frame, no exceptions)

Gas Tank/Battery Box.

1. Stock gas tanks must be removed. 10-gallon max fuel tank must be strapped securely in backseat of car, no bungee straps. Must be properly covered with non-flammable material and cannot be connected to frame in any way.
2. Battery box must be placed on the passenger's side floorboard and properly secured to sheet metal only. Must be covered with non-flammable material. 2 batteries allowed.

Steering/Suspension/Tires

1. May run aftermarket steering column. May add U-joints to stock columns.
2. No aftermarket/homemade/modified spindles, steering knuckles, A-arms, ball joints, idler arms, center links, pitman arms or shocks. May swap steering boxes as long as they bolt on. All steering components from the steering box to the spindle must be stock and not reinforced in any way except tie rods. Can strengthen or run aftermarket tie rods.
3. No welding or relocating of sway bar. Sway bar must be removed if running a pulley protector on your engine cradle.

4. Front Suspension may be welded or bolted. If welding suspension you can weld a 2" X 1/4" X 8" piece of flat stock going from the upper control arm down to the spring pocket. Maximum of 3" of weld down the spring pocket, 1 per side. Steel must be ran vertically. No steel from lower a arm to frame.
5. Control arms may not be strengthened in any way.
6. Rear coil springs may be doubled. Rear suspension must work, no solid shocks or threaded rod shocks.
7. May run 1 chain per side around rear end and up to package tray
8. No adding of leaf spring clamps or leaf springs to leaf spring cars.
9. Stock shocks only, no homemade shocks or filling of shocks is allowed.
10. May swap A arms from car to car as long as they bolt on using factory mounts. No modifying of factory a arm or a arm frame mounts allowed.
11. 03 and newer Fords must run factory rack and pinion steering and factory 03 an newer upper and lower control arms.
12. Tires must be air filled, doubled tires are ok.

Bumpers/Frames

1. May use any OEM factory bumper from any year car (No Mopar V bumpers). Bumpers may be seam welded and loaded. No adding of points to factory bumpers.
2. May use 5" X 5" maximum square tubing for a bumper. No longer than factory bumper. Cannot add any points to square tubing. No homemade replica bumpers of any kind.
3. Must use 80's and newer bumper shocks, no old iron bumper brackets allowed. Bumper shock must be mounted in factory position if being used. 2003 and newer cars cannot run bumper shocks of any kind. Hardnosed only with no added steel for 03s.
4. Bumpers/Shocks may be welded or bolted on. No adding of metal to do so. No Welds Further back than 4" from bumper for plug weld.
5. Hard nosing is allowed.
6. May have chain or wire in two places but not both to help hold on front and back bumpers. No welding anything to the frame.
7. No plating, loading, bolting, modifying, or filling of frames allowed.
8. No frame seam welding or any welding to the frame unless specified in the rules!!!!!!
9. Pre-Ran cars are not allowed. Fresh cars only.
10. Peening of rear humps is not allowed.
11. No tilting or cold tilting of cars is allowed. No exceptions. No "dented frames" or tilted pre-rans!
12. Humps may be wired or chained together in 1 spot.

13. May run 4 chains or wire (not both) going around the frame per side, cannot be connected to cage. Can only be done between the firewall and package tray inside of car.
14. Body mounts must remain stock except for the ones at the core support and the 2 very back ones at the back bumper where you can put a maximum 1/2" bolt. Bolt only to go through trunk floor. No unauthorized repairs to body mounts.
15. May notch and pre-bend rear frame rails.
16. Cars may shorten front frame rails to the core support, Core support body mount tab on frame must be left intact and in stock location.
17. No other welding on the frame unless specified in rules!!!!

Cage/Driver Safety

1. Cage Material maximum of 6" diameter material, cage cannot connect to frame.
2. 4-point cage allowed. Cannot be done in a way that strengthens the frame in any way. Door bars may not run further forward than firewall and must not go further back than the middle of back doors.
3. May have 4 down bars going from the cage to the floor and not through the floor, down bars to be welded to sheet metal only, no plates between down bar and sheet metal.
4. Gas Tank protectors are allowed, cannot be connected to package tray or body. Must come off of backseat bar, cannot be connected to halo. Must be narrower than frame rails at the package tray (humps). No beating of sheet metal to get closer to package tray.
5. Halo Bars allowed, if running halo bar to the floor that counts as two down bars, cannot be connected to frame. may be bolted to roof in two spots. Halo bar must be ran vertical.
6. You may strap your dash bar with 2" x 1/4" metal from dash bar to cowl (Firewall) in 4 places, no more than 2" of weld on cowl.
7. May run driver window netting in driver's window only.
8. Front Window Bar must go from cowl to roof only, cannot be connected to cage. Maximum of 4" weld on cowl and cannot be used to strengthen car.
9. May also run one bar in rear window track 1/4" x 3" wide (may be flat, round, or square) welded or bolted within 6" max of rear window track and no fasten plate larger than 4" diameter. Ran from roof to trunk lid only.
10. Nothing can come in contact with any part of your cage during the derby, if caught will result in immediate disqualification. Feature winners will be checked.

Body

1. Doors may be chained/wired or welded shut. 2 chains or patches per door seam, patches a maximum of 4" X 4" X 1/4". Driver's door may be welded solid.
2. No creasing, welding, or bolting of body seams unless specified.
3. Speaker deck/trunk may be dished a maximum of 4" from factory location or you may raise your roof 4". May only do one or the other not both. Use a straight piece of material to check your measurement. Rear quarter panels may also be dished but not creased.

4. Trunks may be tucked.

5. Trunks may be held down in 6 places with bolts, chains or patches. Patches may not be larger than 4" X 4" X 1/4". Bolts must go from sheet metal to sheet metal only. Two bolts may run to trunk floor, the other four must be connected to the trunk lid lip. Maximum of 3/4" sized bolts. Washers for bolts a maximum size of 4" X 4" X 1/4". Nothing connected to frame.

6. Hood may be held down in 6 locations maximum. Can be chain/wired or bolted. Maximum of 3/4" bolts. Hood hinges DO NOT count against you for these locations. Maximum 3" X 3" X 1/4" angle iron may be welded to fenders or top of hood to bolt your hood down.

7. May run 3/4" threaded rod through core support mounts and through hood. This counts as 2 of your 6 hood hold downs. No other hood hold downs can be connected to frame. Maximum height between core support and frame is 3". No welding of rod or spacer to core support, frame or bumper.

8. May use up to 4 3/8" diameter bolts to bolt front clip together in areas of your choosing. Sheet metal to sheet metal only, no added steel or relocating of factory brackets to strengthen.

9. Rear wheel wells may be bolted together in 4 spots with bolts no bigger than 3/8" diameter.

10. No shortening of front clip or relocating of core support.

11. Hood can have a maximum of 8 3/8" bolts in it to hold the hood seam together.

12. No washers larger than 1/2" fender washers on 3/8" bolts/nuts

Call Matt Skoglund 715 410 1429 with any questions.

COMPACT/MID-SIZE 108 WB AND UNDER FWD ONLY

BODY

Doors may be welded or chained shut in 2 spots per door seam. Patches no bigger than 4" X 4" X 1/4". Driver's door may be reinforced and welded solid for driver's safety. Cutting fenders for tire clearance is allowed, may have 4 3/8" bolts per wheel well. Creasing is allowed. TRUNK may be secured in 6 locations on top seam with 6 3/8" bolts or may weld 6 4" X 4" X 1/4" Plates. You may have 2 pieces of 3/4" rod holding trunk down also this count as 2 of your 6 hold downs. NO BINDERS. Tucking 50% of trunk lid is allowed, you may also crease/dish trunk a max. of 6 inches in center from stock location, rear window bars allowed (No larger than 2" X 2" square tubing and must be located within 6" of rear window track with a mounting pad no larger than 4" X 4", Roof must be in stock location and fenders must stay upright.

HOOD

Hoods may be fastened shut in 6 locations with 3/4" rod, 3 loops of #9 wire, or 3/8 chain. May run 1" rod at core support only. Other 4 locations must be sheet metal to sheet metal only. Locations may not connect together must be separate. Hoods must be open for inspection, must have hole large enough for fire extinguisher access. Hood may have 6 3/8" bolts in it with 3/8" washers max. 5-inch max. washer on top of hood for hood bolt hold down.

BODY MOUNTS

Two front cradle mounts may be removed and use 1" bolt to bolt solid, you will also be allowed to add 2 extra 3/4 body mounts from front-side of lower a-arm forward for extra cradle support this rod must remain completely vertical welded to sub and frame rail no adding plates rod only. The rest of frame and mounts must be stock only without any added bolts, wire, plates, or welding.

SUSPENSION

Struts, shocks, control arms, ball joints must be stock only, may weld or clamp strut shaft to gain height. NO REINFORCING STRUT, OR REAR TRAILING ARMS, Factory tie-rods may be reinforced with a piece of 1x1 angle iron 1/4 in. thickness max.

CRADLE/ SUBFRAME

No welding of seams, plating, altering, pinning, reinforcing, must remain completely stock. Engines must be 4 cyl or 6 cyl, motor mounts can be made solid if not reinforcing cradle or body, engine may also be wired or chained in two locations. Engines can be converted to carb, modify ign. Switches, headers, after market gas and brake petals are allowed. You are allowed to run radi-barrels as long as they're bolted to core support only with 4 3/8" bolts max no kickers or motor mounts connected to the radi-barrel. May run radiator guard as long as it's done in the same manner. Engine cradles or protectors, pulley protectors, carb protectors are allowed as long as they bolt to your engine only and do not strengthen the integrity of your car.

TRANSMISSION

Coolers are allowed, may alter transmission linkage, if 4wd must disable one axle housing.

TIRES

Any ply tire allowed, stuffed ok, Stem protectors allowed, wheel weights must be removed. May add an outer flap (extra sidewall) to outer side of tire for protection may screw or glue beads to rims. Must use factory rims on front wheels only, no wheel centers (small wheel centers are ok), bead-locks, rim or tire protectors. For the rear axle u may use forklift solid tires. Fuel tanks must be removed and located in back seat area covered with nonflammable material, securely fastened, no bungee straps, if running electric fuel pump power source must be well labeled (fuel pump) in large bold lettering.

BATTERYS

Two batteries allowed and must be moved to passenger front seat area covered with nonflammable item securely fastened, no bungee straps.

CAGE

You are allowed a floating 4-point cage, dash-bar, seat-bar, side-bars connecting both, and a halo bar with all components not exceeding a maximum diameter of 4-inch. 8x8 plates are allowed on ends of seat and dash-bar. four down bars allowed. All cage material can be no further forward than firewall (no contoured pieces) and no further rearwards of the most forward side of rear wheel well tubs including tank protectors, tank protector can't be any higher than speaker deck height and must remain vertical ahead of wheel well, must also maintain a minimum of 4 inches from floor. (2 WINDSHIELD BARS 2-inch max diameter OR #9 WIRE) Added bars in front of the driver windshield area from the front cowl up to the roof will be recommended to keep hood from coming into drivers' compartment, attachment point bolted or welded no more than 5-inch square, may also have driver's door window netting. rear window bars allowed as long as it's within 6" of rear window track. no wire in any other window openings, no wire from roof to any location other than specified.

BUMPER

Any seam welded, internally reinforced automotive car bumper may be used except (Chrysler v bumpers) bumpers must be cut down to fit width of car. If you choose not to run a car bumper you may use a completely flat 3x3 square tube, length of tube can be no wider than fenders.

BUMPER MOUNTING

for mounting purposes u will be allowed to add a piece of tube up to 4x4- ¼ thick- 8-inch-long max. that may be slid into frame and welded to your desired depth, you may also use the aid of a flat mount plate per frame-rail up to 5x5-1/4 thickness. Crush zone on front frame-rail may be removed, bumpers can be welded directly to frame or brackets weld them well we don't want them coming off. In addition, bumpers must be wired, or chained, two locations to frame or to core support. No adding bumper brackets other than specified.

IF THE RULES DO NOT SAY IT DO NOT ASSUME THAT YOU CAN DO IT

IF FOUND WITH CRADLE WELDING OR REINFORCING, FRAME STUFFING U CAN EXPECT YOURSELF TO GET LOADED WITH NO CHANCE TO FIX!!

Call Matt Skoglund at 715-410-1429 with any questions.