

Robbo's Extreme Derby Promotions

2019 OPEN WIRE RULES

Any year full-size sedan or station wagon may participate in this event except the following: no imperials up to 1973 may be used, nor will hearses, ambulances, El Caminos, or any other truck type vehicle be allowed to enter.

All glass, plastic, moldings, decking, carpets, and anything else that will fly off or that is flammable must be stripped and swept clean of the vehicle for safety purposes. All batteries and gas tanks must be relocated in the pass side or rear seat area of vehicle, then securely tied down and covered in some manner. Seatbelts must stay in or race type installed.

Head Official Has Final Say In All Decisions Set Forth:

READ RULES CAREFULLY BEFORE YOU START YOUR BUILD AND REMEMBER THIS IS AN "UNLIMITED NUMBER 9 WIRE TYPE BUILD WITH A FEW EXCEPTIONS"

Questions or concerns, call or text

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Building Guidelines

BODIES

1. All bodies must stay stock with type of frame gm gm year to year. You can swap a body as long as same year and all body mounts that go back in stay stock as they were when they came out. No year swapping or morphed type cars.
2. You can use different clips on cars, as long as they fit close to stock.
3. Creasing is allowed, as long as metal is not layered and folded, welded or bolted.
4. Light sheet metal patching is allowed as long as same thickness and do not go more than what is needed. You will be made to trim or, in some cases, remove completely.
5. STOCK BODY MOUNTS ONLY. Do not modify in any way or remove center and suck tight to frame or you will not be allowed to run. If it's been cut out, you have to use the stock size bolt 7/16 or equivalent metric size, plus stock diamond or a 2-inch washer with the complete rubber mount, and all bushings put back in stock in able to run. No exceptions!! Or wire!! Cars with all converted will not run this, in case you have a broken one.

BODY BOLTS

1. Stock is the word. Do not modify. You may change the two at the core support to $\frac{3}{4}$ " all thread that can extend through the hood and the bottom of frame
2. Drivers may have up to 5-inch spacer here that can be welded to frame or body bracket on frame only, do not weld on core support. 4-inch washers only at core support.

BUMPERS

1. ANY stock automobile bumper can be used on any car, no truck type bumpers allowed.
2. Chrome may be beat down on entire bumper and welded.
3. Do not add any metal to the outer side of the bumper. Backing plate to mount is ok.

BUMPERS (cont.)

4. MOUNTING one of three ways:
 - a. Stock manner with shock completely collapsed and welded. You may weld back five inches on frame from where bracket is bolted or starts on front of frame, and weld five inches around. Do not go past the five-inch mark from where the front of frame starts.
 - b. Hard nose to frame. You can use 4 plates 4"x5"x $\frac{1}{4}$ " thick, one on each side of frame only. Do not weld any further than five inches back from the front of frame.
 - c. Use any front bumper shock and mount off any vehicle to mount your bumper. It must be mounted in stock location, not slid back more than was original and do not contour frame in any way after the five-inch mark. You can weld back five inches from start of frame but must stop at five inches.

If shocks did not come inside frame they can't be mounted that way period!!

REMEMBER if you choose to use a bumper-type shock, the bumper must remain welded to the shock only, NOT both frame and shock!!

Do not extend shocks. Do not use pipe as shocks!!

DOORS / TRUNKS / HOOD

1. Trunks may be pre-notched and wired completely shut prior to the event as long as we can still see inside. Unlimited number 9 wire here.
2. Trunks may be completely wired shut as long as we can still tech a car. It must have two 4x4 holes cut in hood to put out fire. Unlimited number nine wire here.
3. All doors can have up to twelve inches of weld on the vertical seams only of the doors. Driver's door can be solid, unlimited wire on the horizontal seams and duct tape ok as long as there is wire as well.
4. Must have strand of wire from top of car to firewall or up to 2 – 2"x2"x $\frac{1}{4}$ " angles welded or bolted in the windshield area.
5. Up to 8 – 3" washers per hood and trunk area can be welded to hood and quarter panels or up to 4 floating-type straps can be used as well. 6"x2"x $\frac{1}{4}$ " for wiring purpose only.
6. ALL ENGINE COMPARTMENT HOODS WILL BE OPEN FOR INSPECTION

BRAKES

1. All cars and participating vehicles must have the ability to stop on their own before the show.

MUST HAVE BRAKES!!

MOTOR TRANS

1. Any motor and trans setup in any vehicles, as long as installed in stock location.
2. Lower cradles are ok with front plate and a mid-plate. Nothing over 3/8" preferably.
3. No dist protectors allowed!!
4. NO HEAVY-TYPE CRADLES OR TRANS BRACES ALLOWED!!
5. You may also have a pulley protector as well. You can mount your engine in the car with two factory frame mounts or replace with after-market type ones that get welded. Do not weld engine in solid.

MOTOR TRANS (cont.)

6. Trans braces are ok as long as they are light-duty type. Nerrat-type steel bell is fine as long as it is connected only to trans brace, NOTHING ELSE, and never comes in contact with sheet metal. Stock tail shaft only!! LIGHT-DUTY TRANS BRACE MOUNTED ON A STOCK TRANS MOUNT!! ALL SHEET METAL MUST BE REMOVED IF A TRANS BRACE IS INSTALLED. Do not weld any sheet metal or any other metal that will help brace this in any way.

REAR END

1. Any rear end can be used as long as it is installed in stock type manner. Top and bottom brace opinion brake ok. Slider drive shaft is fine. Watts link conversion ok.
2. Must be installed on stock type trailing arms. They may be lightly reinforced.
3. No kickers or braces off rear end to frame or braced to frame in any way.

SUSPENSION STEERING

1. You may replace the stock steering column with an aftermarket one all the way to the gearbox. All components from the steering box to the wheels must remain stock. No reinforcing. No added metal to install.
2. All ball joints / steering components can be replaced as long as OEM.
3. 2003 and newer vehicles may move the steering box to frame rail and mount with bolts only; do not weld or add metal. You can use frame spacers inside frame to get bolts tight. Tie rods and other stuff can also be used as in a "stock configuration" and automotive type aluminum cradles must stay in and stock in 03 and new Fords no added metal.
4. You are allowed to weld the front up solid if you want for clearance using a 2"x5"¼" strap two on each upper front a frame or lower.
5. No leaf spring conversions, BUT you may lightly reinforce stock trailing arms.
6. Nine leaf springs is max on any pack. They may have up to four clamps per side and springs no thicker than ¼" thick, with 1" stagger {clamps no bigger than 1.5"x5"x¼"}.
7. Shackles must work and installed in a working, stock-type manner.
8. Coil over shocks are ok as well. Light chain to hold down in rear ok. 1 loop over frame.

FRAMES

1. Must remain completely stock. Only welding permitted is on the cross member, motor mounts and bumper area. Anywhere else is illegal unless stated in these rules!!
2. You can re-stub a car if it's butt-welded where it connects. All body mounts go back in stock location and is same style and year of car. NO ANDS, IFS OR BUTS!!
3. You may cold pitch only {absolutely no cutting and re-welding tabs} and no hump plates.
4. You are allowed to lightly dimple frames. Do not go overboard and do not try to hide stuff or you will not run. If we cannot inspect, you will not run.
5. You can lightly weld the lower front trailing arm bracket on to retrofit the watts link frame bracket.
6. You may pre-notch and bend as long as we can inspect.

SAFETY CAGES

1. You are allowed up to 6-inch diameter cage components max. Side bars can be 72 inches long.
2. Front bar must remain 6 inches from cowl or firewall area and 10 inches off the floor measured at the feet area.
3. You may have up to 4 down tubes welded to sheet metal only. Do not weld or bolt to frame; you will cut it!! These must remain vertical and not be installed as a kicker in no way.
4. Roll over bar is welcome as well and can be bolted to top of car in 4 spots OR welded in 4 spots, not both. This may be welded to the side bars no further than 12 inches back from furthest point of seat.
5. You may have a tank brace in any car 30 inches max wide. Cannot extend any further than the valance or package tray. Do not weld to sheet metal at package tray. Do not bolt through package tray.
6. You may have small gussets welded in cage with as many wires as wanted around cage to frame.
7. If two operators, both must have working seat belts. Two places to hold on and proper padding.

WHEELS / TIRES

1. Any wheel / tire can be used as long as there is nothing that can shear off or fly off causing harm to someone.
2. No complete wheel protectors allowed.
3. Bead locks are ok as well as full weld in centers.

GAS TANKS, BATTERIES, RADIATORS

1. Up to 2 batteries per car must be moved inside car and secured with some sort of cover.
2. Gas tank must be moved to rear seat area, secured, and covered in some sort at certain shows. Other shows they may stay under car if installed in front of rear axle and safe.
3. Any stock, aluminum, steel or copper radiator can be used. Must be installed in front of engine. Light mesh or a/c condenser in front with 4 bolts to hold on or unlimited wire.

This is a pretty simple list to follow to get one hell of a great build out of. You are also allowed to use aftermarket pedals, shifters, brakes, trans coolers, radiators, and fuel pumps {if using an electric fuel pump, it needs to have an on/off switch added for safety}.

ROOF SIGNS ARE MANDATORY OR WE WILL PAINT A NUMBER ON IT SO WE CAN SCORE YOU PROPERLY!!!

As always, use your imagination in the build, but DO NOT CHEAT!

FEEL FREE TO CALL OR TEXT IF ANY QUESTIONS OR CONCERNS

ROBBO

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COMPACT, MINI VAN AND SUV RULES

All wire class type builds will go by the open wire rules, except for the front bumper rule.

Compact, mid-size and mini vans and SUV type vehicles will not be able to compete with a pointed Chrysler type bumper or homemade type pointed bumper whatsoever.

If fuel tanks are deemed safe in front of rear axle and safely plugged at the inlets and vent, they may be left under these vehicles except for Marshall-Putnam show on July 12.

If you move your tank and battery, they must be properly secured with proper clamping, zero leaks and covered at the start of the show, **NO EXCEPTIONS!**

Rules for those classes on the bumper are:

1. Any stock type bumper (except Chrysler pointy type) can be mounted on these builds.
2. You can butt weld to the frame of the car or van or SUV plus use the 4 plate rule as in the Open Wire rules (4"x5"x $\frac{1}{4}$ ") times 4.
3. Do not add any extra gussets to frame, inside frame, etc. on outside of bumper.
4. You can use just a 4"x4"x $\frac{1}{4}$ " square tubing on front with open ends in place of a bumper.
5. The factory hole at the 5-inch mark {or so} must remain for inspection. If there is not a hole there, we will drill at least a $\frac{1}{2}$ " one for inspection purposes.
6. Or you may just weld to the factory type shocks or brackets that came from the factory.

If you are running in a patch type open class show, you are allowed 4 – 4"x5"x $\frac{1}{4}$ " plates on your pre-ran type compact car. This is for these type classes only.

OPEN WIRE PATCH RULES DO NOT APPLY HERE!!