

***Dynamic Motor Sports***  
***Shelby Herby General & Build Rules***

*Preregistration Entry Fee (No Later Than Monday Before the Derby) \$75.00 Registration at The Gate \$100.00*

*Gate opens at 9:00 am. All cars must be at the arena by 2:00 pm for inspection. Drivers meeting at 3:00pm.*

*All Preregistration applications should be returned to 507 Bootlegger Trail Great Falls MT 59404 by 5p.m. the Monday before the derby. Registration will be refunded if you cannot make it.*

*Other than the driver only two pit persons are allowed in the pit area at the start of the derby.*

*Pit persons must sign a release form. Extra pit passes sold \$30.00 per person.*

***RULES PERTAINING TO DRIVERS:***

*All drivers must know and obey all rules for safety that the committee set up or they will be disqualified.*

*Drivers must be 18 years old or over, or 16 and have signed parental consent.*

*Drivers must have a valid driver's license and must present it at the time of registration*

*All drivers and pitmen enter at their own risk.*

*All drivers and their crew members must fill out and sign derby release forms or they will not be permitted to enter the pit area.*

*All drivers must wear seat belts and/or shoulder harnesses. JUDGES WILL CHECK BEFORE ENTERING THE ARENA.*

*All drivers MUST wear crash helmets that meet federal Z90.1 standards. Helmets must remain on at all times while cars are still in the arena.*

*Drivers must leave the arena driving SLOWLY and CAREFULLY or they will be disqualified and barred from the Great Falls Demolition Derby.*

***ANY DRIVER AND/OR THEIR CREW CAUGHT CONSUMING ALCOHOLIC BEVERAGES WILL BE DISQUALIFIED!!!***

***ABSOLUTLY NO HOLDING & ABSOLUTLY NO SANDBAGGING!***

*In the event of a fire and it is put out, the driver can re-enter the race if he has time left on the hit clock and has not broken his flag. In the event of a second fire, the driver will be out.*

*If a car is rolled on its roof, it is disqualified. If rolled on its side it will be put back on its wheels and may re-enter the race if it is deemed safe by the judges*

*If the final placing cars of the heat/main are hung up they will be separated one time to determine a winner for that round. If they are hung up a second time the last hit will determine the winner.*

*1st, 2nd, and 3rd place cars will be inspected following the championship heat*

*For questions and/or information, please call or text Kelly McNeese at 406-899-1939. If there is no answer, please leave a message and phone number.*

*If your car does not pass inspection and is disqualified by these rules, the entry fee WILL NOT BE REFUNDED!!! Judges decision is final!*

*All cars removed after dark must be on a lighted trailer or removed by 10:00am the following morning. If not removed by then, they will become property of Dynamic Motor Sports, unless prior arrangements have been made.*

*No erratic driving outside of the arena*

*Failure to abide by the rules will be grounds for disqualification from future D.M.S. Demolition Derbies.*

*Pit speed (5 mph) and hot rodding will be an immediate disqualification!*

*ABSOLUTELY NO PROFANITY ON CARS OR THERE WILL BE IMMEDIATE DISQUALIFICATION WITH NO REFUND OF ENTRY FEE!!! No deviations of the rules unless have been given*

*Follow general preparation*

*ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.*

*Judges decisions are FINAL!!!*

***IMMEDIATE DISQUALIFICATION WILL RESULT IF YOU DO ANY OF THE FOLLOWING DURING THE DEMOLITION DERBY***

*Hit a driver's door. Exception: If pushed into the driver's door by another vehicle. Using drivers door as a shield will be considered in judgment on drivers door hits*

*Remove your seat belt or helmet, or leave your car for any reason during the heat. Exception: Your car is on fire.*

*Go out of bounds. Boundaries will be berm or ditch. If you get three wheels out of bounds, you will be disqualified from that heat even if forced out of bounds by another car.*

*It is the sole responsibility of the driver of an eliminated car to make sure his stick is broke. If an eliminated car is hit by an active racer, and the flag was not broke, the active racer is not disqualified but, if an active car hits an eliminated car, he will be disqualified.*

*Failure to hit another car every 30 seconds while car is running, or 2 minutes to get the car running and hit another car. Drivers will only receive ONE WARNING! Rocking cars stuck together does not count.*

*Moving your car for any reason after flag is broke. TURN OFF YOUR ENGINE WHEN YOUR FLAG IS BROKE!*

### ***GENERAL RULES PERTAINING TO CAR:***

- 1. 105" Wheel base max.*
- 2. No larger than 6-cylinder engine*
- 3. All chrome, loose metal, glass and interior except for the dash must be removed from car.*
- 4. Must have two 8-inch holes in the hood or bigger.*
- 5. Car should be neatly painted, and have your number on the roof and both front doors. Driver's door should be painted opposite color of car. (White Door optional).*
- 6. Back seat must be removed and, in its place, securely mount the gas tank and tranny cooler. No rubber straps, Tank and cooler must be mounted with bolts or tied down with metal straps.*
- 7. Original gas tank must be removed. Don't just cut a hole in it. TAKE IT OUT!!!*
- 8. Radiator must be in original position, no reserve water tanks*
- 9. Absolutely no antifreeze in radiators. WATER ONLY!*
- 10. Battery must be mounted on passenger side floor board of car. Batteries must be securely mounted in an enclosed box or be held down securely to the floor of the car and covered. No rubber straps or wire.*
- 11. No pickups, convertibles, hearses, limousines, ambulances or 4x4 allowed.***
- 12. Brakes must be in good working condition at start of derby*
- 13. Any car ran in a previous derby must meet all D.M.S. Derby rules!*
- 14. All Drivers and ONE crew member must attend the drivers meeting.*
- 15. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.*
- 16. No drivers are allowed alcohol - period. If you are wearing a driver's band and drinking any form of Alcohol -YOU WILL BE DISQUALIFIED.*
- 17. NOONE IN THE PIT AREA MAY HAVE ALCOHOL DURING THE EVENT*
- 18. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the Derby staff only. Everyone else will stay back until cars are deemed to be legal. If car is found illegal car will be disqualified!*
- 19. You will only be allowed your first tech and 1 re tech after that if you don't pass you're tech you will be loaded*

## ***Car Preparation:***

1. *No re-stubbing or reclipping of any car. Original body and frame must be used.*
2. *All cars must be stock, unless modification is stated in the rules.*
3. *All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.*
4. *All trailer hitches and braces must be removed.*
5. *You must have a number in bright colors on each front door and on the roof or you must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.*
6. *All cars must have working brakes when you cross the tech. If the car is not able to exhibit the ability to stop it will not be inspected.*
7. *No welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!*
8. *You must have an air cleaner over the carburetor all at times during the event.*
9. *Anything can be removed; NOTHING can be added. Other than what is specified in the rules*
10. *After Market parts that are allowed: Metal Gas tank, Transmission cooler, fuel cooler, brake & gas pedal, shifter, battery box, steering column up to the steering box, drive line, driveline brake, lower saddle cradle with front plate up to cylinder heads, motor, rear ends, transmission bell housing, tail shaft.*

## ***Frame:***

### *Frame Shortening*

1. *You may shorten the front frame only. You may cut the frame off flush with the front edge of the body mount hole, or up to the core support if there is no body mount hole. Lower core support must remain in its factory position whether welded or bolted. If it is a weld on mount leave the remaining portion of the body mount in place. If you remove or alter the core support body mount completely or relocate it, you will not run.*

### *Frame Welding*

2. *No re-welding of any factory seams is allowed other than what is specified. If any welding on the frame that is not specified in the rules there will be a 3" on 3" off with full daylight slices in the illegal welded section of the frame. This applies to all parts of the frame rail's, but not the 15" from the front of the frame rail back.*
3. *No changing or doubling of the rear package tray.*

### *Frame Shaping / Heat Treating*

4. *No frame shaping is allowed.*

5. *No Heat treating of the frame is allowed if caught, you will be DQ'd.*
6. *No Fresh Paint or Undercoating on the frames at all.*
7. *No tilting of any sort*
8. *If dimpling or notching the frame you can only do so on back frame rails behind the rear wheels.*
9. *No bridging of the humps.*

### ***Rear Suspension:***

1. *Suspension must be stock components and working. No coil spring to leaf conversions or vice versa.*
2. *Leaf springs must remain stock with a max of 4 clamps per spring clamps can't be no bigger than 3inch x 3/16*
3. *Leaf Spring Hangers can be made of 2" x 6" x 3/8" thick strap must be mounted with 1. ½" bolt per frame rail. NO WELDING*
4. *You may use 3/8" chain around your axle to the frame hump with one wrap (this may only go thru the sheet metal directly above the hump), links may not be welded or bolted to the frame.*
5. *No other means other than tires, springs and spring spacers (spacers can be no bigger in diameter than springs) may be used to raise the cars suspension*
6. *Stock rear end control arms can be reinforced. They must attach in stock configuration for the suspension setup you are using.*

### ***Rear Ends:***

1. *May use any rear end*
2. *No spring spacers any bigger in diameter than the springs*
3. *You may adjust the pinion angle.*
4. *Welded, spool or posi-track allowed*

### ***#9 WIRE:***

1. *You're allowed to use 4 places of 9 wire all 9 wire must be behind the driver's seat of the car with a max of 3 wraps per spot of 9 wire.*
2. *ABSOLUTELY NO ADDED METAL TO MOUNT OR WRAP 9 WIRE*
3. *After the first heat you will be allowed 4 more places of 9 wire anywhere on the car with a max of 3 wraps per spot*

### ***Front Suspension/Steering:***

1. *Suspension must be stock components.*
2. *After Market tie rods and ball joints may be used. But upper and lower control arm, struts and strut mounting, and spindles must be factory and in factory position. Do not re-engineer the way the steering components mount to the frame. You may reinforce*

stock tie rods with a 1" x 1" x 1/8" angle. No other front suspension or steering may be reinforced.

3. A-Arms: Upper A-arms only may be welded. You may only use up to two 3"x6"x1/4" thick strap per upper A-arm. This strap must weld to the a-arm & frame and cannot extend farther forward or backward than 1" past the widest part of the arm frame.
  - a. If car has does not have an upper a-arm you may weld a 3"x3"x3/16" angle from the lower control arm to the frame/body (2 per side)
4. If swapping upper control Arm's, they must be direct bolt on with no manufactured mounts.
5. Steering box may be interchanged, A-arms must remain stock or stock replacement.
6. Idler Arm & center link must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running.
7. Hubs must remain stock for the spindle you are using, no aftermarket spindles, hubs or rotors. Brake calipers must remain stock for the stock spindles.
8. Spindles must be stock for a car that is legal in the class you are running, with no modifications. Spindles must be factory and in factory position. Must be sedan OEM in origin.

### ***Rims & Tires:***

1. No split rims, studded tires, or foam filled. NO SOLID TIRES All other tires are allowed.
2. Stock style rims only, you may on the outside rim lip add a piece of 1/2" rolled steel welded to the exterior lip or a 15"/16" faced wheel. Wheel centers are allowed. No other reinforcements or bead locks of any kind.
3. Valve stem protectors allowed.
4. Wheel weights must be removed.
5. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.

### ***Bumpers:***

*The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection if it is determined that you have exceeded the intention of the rule you will be given the opportunity to correct it in order to compete, if you are not willing to correct it you will be disqualified. Officials have final say.*

1. Bumpers may be swapped on any car.
2. A maximum 5" x 5" x 3/16" SQUARE tube may be used; ends may be capped. They cannot extend more than 10" from the outside of the frame. No homemade pointy bumpers will be allowed.
3. Bumpers may be cut so they do not smash into the tires during the event.
4. No more than one set of bumper brackets may be used. You can weld bumper brackets to the frame. Bracket may be shaped to fit the frame, but not cut apart, if you cut the

*bracket those pieces cannot be used elsewhere. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with ½" bolt or less, and it must be done vertically.*

- 5. No brackets or shock tubes can extend any further back than the first 15 inches of the frame unless you are using the factory bracket and tube in the Factory position. This goes for the rear brackets also.*
- 6. If using shock tubes, they must be on the outside of the frame unless in the frame from the factory.*
- 7. Instead of using bumper brackets you can use 1- 4" wide x 3/8" thick strap extending from your bumper down one side of the frame and cannot extend any further back than the first 15" of the frame. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape this is to give you enough material to weld your bumper to the strap. Plate may be formed but it cannot double at any point. You will not be able to use a shock tube if using the strap.*
- 8. Strap Must be on the Exterior of frame.*
- 9. Can only use factory mount or 15" bracket not both.*
- 10. Absolutely no welding anywhere on the frame other than the bumper brackets and a-arm straps*
- 11. NO ADDED METAL TO MOUNT BUMPER*
- 12. Bumper height not to exceed 22" to the bottom of the bumper to the ground and must be a minimum of 12" from the ground to the bottom of the bumper or frame. Bumpers must be in stock location. This goes for rear bumper as well.*
- 13. Bumper straps can be no longer than 48" and no larger than 3-inch x 1/4 thick max of 2 straps per bumper. Each bumper strap must be in one-piece, bumper strap may not be attached to any part of the frame. You may mount it through the top of the 1" all thread for the core support.*
- 14. Bumpers may only be welded to the shock tubes, brackets and/or frame rails. Pending your mounting choice. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.*

### ***Engines & Transmissions:***

- 1. Motor - Use motor of choice (6-cylinder max), motor must be in stock location of the car you are running, within reason approximately 5 inches from the front edge of the original motor mount on the frame.*
- 2. Lower Engine saddle type Cradles with a front plate up to the heads are allowed but must only attach to the engine cross member and not the frame. Engine cradle cannot go any farther back than the front factory motor mount holes on the block. If using factory engine type size mounts with rubber bushing, you may weld the pad completely.*

*If you are hard mounting, you are allowed a maximum of 8" per side to hold the motor in. with either style cradle you may also bolt using up to quantity of "4"- 5/8" bolts.*

- 3. If trying to mount an engine with an engine cross member and the motor mounts do not line up, you may use 2 6"x6" X 1/2" plates on the frame engine saddle to attach your engine mounts to. This may not be welded to the outer frame rails.*
- 4. If using Stock motor mounts, motor may be fastened with one strap or chain per side to the top of the factory engine cradle, or you may use one length of 2" x 2" x 3/16"" angle bolted to the front of the head area and may be welded within 4 inches of the A-arm and be welded to no more than 4" of weld on frame/unibody.*
- 5. There are no modifications to the frame or engine cross member to fit engines unless it is to cut out for an oil pan, but nothing can be welded back in.*
- 6. Distributor Protectors are not allowed. you may cut out the area behind the distributor or hammer it back for clearance.*
- 7. You may use a bar between headers above air cleaner max size 3"x3". May not be any wider than the headers and may not attach to the hood.*
- 8. Transmission braces will not be allowed.*
- 9. Skid plate/ pan protectors may not be used, aftermarket bell housing and tail shafts are the only aftermarket parts to use on the transmission. NO BRACES AT ALL*
- 10. Transmission Crossmember- you must run the transmission crossmember in the stock location for the car you're building, if using a tube, you can weld 2" angle iron no thicker than ¼" no longer than 8" to the side of the frame to support the cross member. You must remove the stock mount if you run the angle iron. If you replace the stock crossmember it can be no larger than 2"x2"x1/4" material. The crossmember must be one piece and straight from side to side and up and down. The transmission crossmember is the only method the transmission may be tied in.*

### ***Body:***

- 1. Body line creasing is allowed on fenders and rear quarter panels. All fenders, quarter panels rear sheet metal above bumper must remain in vertical position. Collapsing, wedging or dove tailing of rear quarter panels and trunks or trunk lid is allowed (See Hood and Trunk #5).*
- 2. No welding of created seams is allowed.*

### ***Rust Repair***

- 3. No exterior body sheet metal, trunks or engine compartment rust repair. Floorboards will be allowed sheet metal repair to mount battery boxes gas tanks, etc. for safety.
  - a. Floorboard definition front seat and rear seat area directly behind the cross bar does not include doglegs or wheel wells or fire walls, etc. this is for mounting equipment only.**



4. *No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.*
5. *You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5 - 3/8" bolts with 1.25" diameter washers per fender. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 4 - 3/8" bolts with 1.25" washers to bolt back to the core support of fender.*
6. *Wagons must remove all rear decking and seat components. All other rules above must be followed.*
7. *No front clip sheet metal swapping.*

### ***Doors:***

1. *You may weld your doors shut with nothing larger than 2" x 1/8 strap or 1/2" round stock and must follow the door seam. Do not overlap strap or you will cut the strap off.*
2. *You may smash the inner and outer skin together of the window opening and weld them solid. You may use the same filler as in welding the door seems but no longer than the window opening per door.*
3. *Driver's door and driver's side of front windshield may have "netting" for driver's safety. NO other windows may have "netting."*
4. *You may "double skin" the driver's door for safety; however, it cannot exceed 2" O.D. past the footprint of the driver's door.*
5. *You can add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seams, either forward or backward.*

### ***Hood and Trunk:***

1. *Be prepared to remove your hood if the inspectors deem it necessary after the event.*
2. *Trunk Lid and Hood must be 100% in stock location, hood must be able to open*
3. *Any cut outs in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 8 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 8 bolts.*
4. *Hood may be secured by a total of (8) spots*
  - a. *1" all thread. 2 at the core support and 6 more. Only the 2 at the core support can go to or through the frame. The rest have to be sheet metal to sheet metal and cannot exceed 8 inches in length. (1) 5"x5" washer maybe be used on top of hood per bolt.*
  - b. *You may weld 3"x3"x 1/4" angle up to (6) spots on the hood and fenders (3 per side) with (1) 1/2" bolt and (2) 1" washers per set of angles. You may still run (2) 1" all thread through the core support as well.*

- c. You may weld 3"x6"x1/4" angle up to (4) spots on the hood and fenders (2 per side) with (2) 1/2" bolts and (4) 1" washers per set of angles. You may still run (2) 1" all thread through the core support as well.
- 5. You can fold the hood and trunk lids over. Trunk lids can be tucked and/or dished. No collapsing or wedging of rear quarter panels and/or trunk lid past the center line of the rear tire.
- 6. If making a sedan, roof may be smashed down no more than the lower body line of the windows. You must have a minimum hole (24"x36") cut in the roof for a clear view of the rear. Roof cannot be welded to the body, but (2) 1" all thread with 5"x5" washer may be run through the roof to floor/frame.
- 7. No welding of created seams is allowed.
- 8. You can weld the truck solid with no larger than 2-inch x 1/8 strap or bolt the lid down with no larger than 3/8 x 2-inch bolts with 1 inch od washer

### ***Radiators, radiator supports:***

- 1. Only OEM style passenger car radiators may be used. Aluminum racing radiators of the same style may be used.
- 2. Radiator must be attached to the core support. Radiators may be mounted in such a way to hold the radiator in place, not strengthen the core support.
- 3. No radiator guards allowed, or foam may be used.
- 4. You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed).
- 5. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came from the factory.
- 6. You may have up to 1" all-thread go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded.
- 7. Radiator core support seam welding is NOT allowed. Only slight modifications due to bumper brackets for mounting core support back into the original position is allowed, Officials discretion.
- 8. Radiator supports may not be welded to the frame, bumper brackets, bumpers Other than the bumper straps.
- 9. If using a condenser to protect the radiator, it may be tie wired or bolted with a max of (4) 3/8" bolts to the core support only.
- 10. No FOAM fill can be used.

### ***CAGES & DOOR BARS:***

- 1. No kickers allowed.
- 2. All cage material must be no larger than 6" O.D. (official's discretion on all parts of cage), unless specified for a specific rule smaller. It must also be a minimum of 4" off the

*floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and be a minimum of 4" off the transmission tunnel. All bars must be straight.*

3. *You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. Side door bars may not go past the front dash or rear seat bar. You may run a bar connecting the dash bar and rear seat bar inside of the front doors only.*
  - a. *For driver foot safety and to protect batteries, you may put a down bar on the driver's door and passenger door, must be vertical and can be welded to the frame or body but not both. May not be any more forward then the inside front edge of the door. Max size 3"x3"*
4. *You may run a total of 2 down bars from the rear seat cage bar to the floor or frame, not both; all down bars must be vertical. ONLY THE 1 BAR FOR DRIVERS DOOR AND PASSENGER FRONT DOOR AND ONLY THE 2 DOWN BARS OFF THE HALO ALL OTHER DOWN BARS WILL BE CUT*
  - a. *Back of seat cage cross bar, including roll bar must be placed above the rear side of the foot well kick up directly behind front seat.*
5. *You encouraged to have a roll loop/Halo behind the seat, above the rear seat bar; this may extend to the floor as your rear seat down bar, not in addition to, following rule #3.*
6. *You may also weld a steering column to the cage.*
7. *Gas Tank Protector - You may run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 36" wide ID. It must be a full 4" away from rear sheet metal, which cannot be removed. The bracing must be 4" above and away from all sheet metal, and rear window bar which cannot be removed, and using two bars running front to back of the car from the seat bar with a connecting bar behind the gas tank, the connecting bar must be 4" from the rear seat back sheet metal. You may have one 2" X 2" gusset from the seat bar to the gas tank side bars. Any other bars will be removed. All bars must face towards front of car*

### ***Windshield Bars and Firewall:***

#### *Firewall*

1. *1.You can lay the firewall flat by cutting reliefs and pounding flat. If you shape the firewall or weld it to reinforce it, you will cut the firewall out anywhere it is deemed to be reinforced. If you add any metal to the firewall you will be loaded without the opportunity to fix it.*

## Window Bars

2. *2. For safety, all cars must have (1) windshield bar (but may run 2) extending from the roof of the car to the firewall/dash, material can be no bigger than 3". No more than 6" of material allowed on the roof and no more than 6" of material allowed on the firewall. May not be connected to the dash bar, only sheet metal. Do not go over 6" on roof or firewall or you will cut. Must be min of 16" off the pillars.
  - a. *You may connect the bars with no more than quantity "2" two flat straps horizontally.**
3. *One rear windows bar placed off the center of the roof. Bar may not be longer than 36" long by 2" x 2" O.D. Bar may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" x 4" x 3/16" angle or plate on the roof, cowl, speaker deck or trunk. If using rear window bar in a Station Wagon tailgate windows are treated as a rear window, while the tailgate itself is considered a trunk, but must be mounted at the top of the tailgate, and the tailgate must be in original closed position. If your window opening is larger than 36" than you must mount the bar with the mounting plate being within 1" of the window opening.*
4. *Window bars may not be attached to the halo bar or any cage components.*

### ***Fuel Tank, Oil Coolers, & Transmission Coolers:***

1. *Original gas tanks must be removed.*
2. *Only metal Marine type tank, metal fuel tank or derby type metal fuel tank is required.*
3. *Place fuel cell behind driver's seat or in the center of the car where the back seat uses to be. Must securely mounted behind the driver's seat with bolts, metal straps, or chain. No seat belts or pull tie straps may be used. No other source of gas inside the car at all.*
4. *Fuel lines must run inside the car, not under the car along the frame. Fuel line must be inside a protective line within the engine compartment.*
5. *Tranny and fuel coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.*
6. *If you are not using a gas tank protector, the fuel cell and tranny protector must be 4" away from the rear sheet metal.*

### **\*\*\*IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO INSPECTORS ATTENTION AT TECH\*\*\***

1. *Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint. An "E" will be attached rear pillar during Tech to Identify the Electric Fuel Pump.*

### ***BATTERIES:***

1. *Batteries must be moved to passenger front floorboard. They must be properly secured and covered, unless you are using a gel cell battery. Up to two 12-volt Batteries may be used.*

2. *Battery box must be made from metal! It must be bolted to the floor. Bolts may not go thru or around the frame. Seat belts or pull type tie downs may not be used.*
3. *Rusted out holes in your floor sheet metal may be patched where components will be mounted or for driver's safety with sheet metal only. You may not patch clean and solid floors.*

### ***PRE-RAN CAR REPAIR (Car Must Be Pre-ran For Plates)***

1. *Frame may be patched in 6 places only so pick the worst spots. Metal may be no thicker than 3\16" steel. Plates can be 5" x 5" (use flat bar only, no angle iron).*
2. *If plate is cut you may not use the cut piece anywhere else or it will count as another plate.*
3. *If your car was run in another derby with different plate rules please ask us first if your plates will be legal. (Will probably have to show pictures of the plates)*
4. *Remember you only have 6 fix it plates so use them wisely.*
5. *Rips and tears may be repaired if they are larger than 10" with same thickness as original sheet metal. Welds on repairs may only be welded 2" every 4" (2" of weld with a 4" spacing).*