

2022 May 30th Sacramento County Rules

**These rules mirror other Nor Cal promoters to avoid having to build a new car.
Tech will be Strict! (Do not push it or you will be loaded)**

Our derbies are open to any American made hardtop model stock car or station wagon. No commercial vehicles, convertibles, coupe utility, pickups, SUV's, four-wheel drive or foreign type car. No pre 1973 Chrysler Imperial's or LeBaron's. 1974 and newer are allowed. Previous ran cars are allowed if they meet the rules.

Remove all glass, plastic, chrome, exterior mirrors, lights, grills, gas tanks, trailer hitches, rear seats and flammable material. All preparations must be done prior to coming to event.

We are an environmentally responsible promoter. We require that no antifreeze be used in your radiator, only water. Automatic transmission lines must be looped or ran to a cooler inside your car. Stock gas tanks must be removed, these rules state required position and size. All drivers are responsible to clean their pit area before leaving.

These items will result in your vehicle not being eligible to race:

No silicone, undercoating or painting of frames, interbody panels, inside trunks or tailgates, paint may only be on outside of vehicle body and bumpers. Your paint must be dry by inspection. Bumper height on new cars will be strictly enforced, you cannot manipulate any surface to gain height. All vehicles with down bars will need to be cut prior to arriving. No welding of interbody seams or quarter panels. No welding body to frames.

Safety Bars

1. 2 Side bars may be no bigger than 15" X 2" C channel, must be 3" from firewall, 5" off the floor and may touch the front of the rear hump/wheel wells.
2. 3 Cross bars may be no bigger than 6" X 4" square or circle tubing.
3. Front cross bar must be 10 inches from the firewall and cannot connect to firewall. Front cross bar is mandatory along with side bars.
4. Middle cross bar is mandatory and must be behind the driver and within 6 inches of the seat.
5. Rear cross bar must be placed behind gas tank and straight across and in front of the rear hump/wheel wells, and may only be welded to the side bars. No down bars are allowed.
6. Halo bars are allowed and must be within 6 inches from the middle cross bar or driver's seat location. Halo bars must be in vertical position (90°). Halo bar may be welded to cross bar only, not to the floor. 5" maximum material may be used as a bar.
7. 2 bars (gussets) from the halo upright bar may go behind the driver's seat and must angle towards the 3rd bar of the cage and only weld to the top of the 3rd bar area and must be 2" X 2" X ¼ inch square tubing. The bars must angle to halo bar and cannot be welded in a vertical position (90°). **SAFETY**
8. Adding door posts are allowed, if the car wasn't made originally stock with posts. Posts may be welded to door bar to the top of the car. Halo bars CANNOT be used in combination with adding a post.

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10. NO welding any of the cage to frame or floor of cars or attaching to something else attached to the floor.

11. 2 front window bars are mandatory. 2 bars may be used in rear windows. Window bars may not touch or be welded to the trunk or hood. Bars must be positioned in window seam area. 2" maximum material may be used as a bar. You may use 3" gussets to mount the window bars.

13. Driver's seat may be welded to the floor, and cannot be welded or bolted to the frame. No plate is allowed under driver's seat.

Engines, Cradles and Transmissions

1. Engine cradles are allowed. Cradle must be welded to center cross member, not to the frame rails. If your vehicle did not come factory with a cross member, you may weld it to the spring pockets. 1957 and newer Ford's and Mercury's, having no engine crossmember, may weld 6 inches of 4" X 2" X ¼" angle iron to the spring pockets to make a motor mount platform.

3. Aftermarket engine cradles are allowed. No full engine cradles. You may only use the front motor plate that connects to the heads and lower cradle with the pulley protector. ½ inch header flanges are allowed and can only connect to the front plate and to the back of the heads. No mid plates are allowed. No part of the lower cradle can go past the middle of the oil pan. Motor mounts may be welded to the frame. No rear motor mounts or rear head straps.

5. No distributor guards are allowed. Header protectors are not allowed. No Carburetor protectors are allowed. Firewall may be cut for engine clearance.

7. 2 head front straps from heads down to the frame are allowed, they may not be kicked back but may be kicked no 4 further than 3" in front of the furthest point of the A frame.

8. Head straps may only be 2" X 2" X ¼" thick flat strap or angle iron welded to the frame for a maximum of 4".

10. Electric fuel pumps are allowed but must have a cut-off switch.

12. Homemade transmission crossmembers are allowed and can be a maximum 2" X 2" X ¼" thick square tubing. No bolting or welding the cross member to the body or floors.

13. Standard transmissions are allowed.

14. Transmission adapter plates may be used to bolt different transmission on but may not connect to the cradle or header flanges, and must not be used as a mid-plate. No bigger than the size of the block.

15. No transmission skid plates are allowed. No reinforcing of transmission. Transmissions pans may be homemade with metal no thicker than a ¼ inch and may not extend pass the transmission bolts. It may not connect to the bell or transmission tail shaft and must be 2 inches from the cross member.

16. If you run a stock transmission with no replacement bell, you may run 2 pieces of 3/16 X 1 ½" flat strap from the oil pan to the transmission pan. This may be welded or bolted on.

17. No transmission braces are allowed. Transmission coolers are allowed.

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18. You may use a steel or aluminum ultra-bell and a steel tail housing. Replacement bell may only be bolted to engine and transmission. The steel tail shaft may only be bolted to the transmission and not connected to the trans pan. Slider drive lines are allowed.

20. Aftermarket gas or brake pedals and cable shifters are allowed. May only be bolt to the floor. Cable shifter may be bolted to the floor or transmission.

Front Suspension and Steering

1. Stiff suspension is allowed. A-frames may be unrolled and welded down then 12" of 2" X 2" X 3/16" flat strap per a-arm may be used to weld the a-arm down also. Must be the size stated or you will not be eligible to race. We will measure and you will cut.

3. No welding metal in the springs to raise the car. Spring/Twist spacers may be used.

4. No bars from the frame to the lower a-arm.

5. Suspension parts may be swapped if they're bolted on. They must be stock car automotive parts (no truck or RV parts).

6. Aftermarket weld in ball joints, aftermarket tie rods are allowed along with tie rod stiffeners. No aftermarket spindles, steering boxes, hubs or rotors.

7. Steering box adapter plates MUST bolt onto the frame, NO thicker than 3/8" plate AND can go no more than 1/2" past the bolt holes on the steering box.

8. 2003 or newer FoMoCo's with aluminum cross member may use aftermarket cradles as long as they bolt in with 4 5/8 bolts, 2" washers and the angle iron can go no more than 1" past bolt holes. No frame repair plates can be welded to bolt in cradle. All retrofit suspension and steering pieces must be bolted on. You may build a spring pocket to support the spindle and house a spring if desired however if we feel that the pocket is doing more than supporting the spindle and housing a spring you will cut on it.

Rear Suspension

9. Leaf springs must be stock. No aftermarket springs. If you are missing leaf springs you may use other stock leaf springs equal to what's missing to replace what is missing.

10. You may shorten the stock leaf springs a maximum of 12 inches or you may build a 9-leaf pack that must be stock length to that car. Must be made out of stock car springs not truck or motor home springs. Must have at least 1 1/2 inch stagger from spring to spring.

11. No leaf on top on main leaf. No tape or welding on springs. No coil leaf conversions.

12. 5 spring clamps per spring are allowed, no wider than 2 1/2" and no welding the clamps to the frame. You can drill a hole through the spring where you shortened it, then bolt it together with 1-5/8 bolt with 2 washers, one per side instead of using a clamp so the spring don't pull apart. Do not weld on the springs.

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6. Chaining rear end to frame is allowed. 1 loop from frame to rear axle on each side. Do not welding chain to frame. Do not weld links together. Chain is only allowed one time around with bolts. Do not go through the body. ½" chain max.

14. Homemade shackles are allowed on any leaf spring cars to replace factory ones. Must be no bigger than 6" X 2 ½" X ¼" thick flat strap and may only be bolted through the frame, not welded.

15. Rear coil springs may be welded to rear end. You cannot bolt the springs through frame then into the body unless you use it as your extra body bolt.

16. OEM trailing arms may be reinforced. Homemade trailing arms are ok but must be 2x2 ¼ inch square tubing max and must be hollow. ZTR style brackets are permitted, don't go overboard with mounting them.

17. You may have 2 bump stops no bigger than 2" X 2" X ¼" square tubing. It can be welded to the rear end, must be vertical and can only weld to the underside of the hump. No metal can connect the bump stops together. Don't lean these tubes front to back.

Rear Ends

1. Rear end swaps are allowed. Any rear end can be used however it can in no way reinforce the frame or the floors or intend to support the frame or floors at any time.

4. Pinion brakes are allowed. Locked rear ends are allowed. Be careful how you use your pinion brake protectors, you may have to remove it.

Body Bolts

1. Body to frame hardware and bushing must be stock. You may not remove the pucks or change body bolts other than what's listed.

3. You may add 2 body bolts anywhere from the firewall to the rear bumper, with a 3"x 3" X 3" X ¼" thick angle iron that can be welded to the side of the frame. Using a 5/8 X 8" long bolt going through the angle iron with a ¾" spacer to keep the body off of the frame with a 4" free-floating washer inside of car. 2 bolts the same size as the original body bolts are allowed to be placed in any factory location where they were missing or broken. (this does not mean the one above the hump on a 1971-1976 GM wagon, if you use them here it will be considered your **extra** body bolts).

4. You may also change 2 body bolts at the firewall, one per side with 5/8" thick bolt with 3" X 3" X ¼" washer, the rubber puck between the body and the frame must exist.

5. Again, the spacer at the core support body mount can only be 4" tall.

Frames

8. Top of frame seams may be welded from firewall or front two body bolts forward. The weld may be no bigger than ¼" wide with no filler rod or added metal. No other frame seams may be welded.

9. No pinning the frame or running bolts through existing holes.

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10. Frame notching is allowed. Hammering of the frame is allowed only above the humps.
11. No pre bending your frame in the rear more than couple inches on fresh cars.
13. Outer body panel connecting seams may be welded 3" on 3" off. I.e. where quarter panels meet the roof, where the fender meets the fender top on a 60's Lincoln and where pillars attach to roof and rockers. (please call if not sure what areas of your car this is).
15. All cars may be tilted one time per frame rail only. if you cut the frame, the weld may be no big than ¼" wide at fire wall, if you do it under doors the weld can be no bigger than ½".
17. Frame cannot be painted or undercoated. If it is you will scrape it off before being inspected.

Bumpers and Brackets

1. You can use any 5 mph bumper or homemade bumper on any car. Bumpers may be trimmed and/or flipped. Bumper seams may be fully welded. No filler rod is allowed.
4. Homemade bumpers may be made out of 4" W X 6" H X ¼ inch mild steel square tubing, must be hollow all the way through. You must (mandatory) cap the end of the tubing on each side with ¼ inch metal, must have a 1" hole for inspection. Bumper cannot go past the width of the fenders and must be square with no sharp points on the ends. You may put a point on the square tubing (metal must be placed on front side and not placed on or overlap the top or bottom), must be ¼ inch flat plate. Measure from the center of the square tubing 4 inch out from the center to start your point (the point may not be flat, must come to a point). The length of point may be a maximum of 12" per side. Must have 2 holes drill in it. The point must be hollow.
5. Bumpers may be installed using 6"X6"X ½" thick flat mounting plates, these must be welded to the bumper sideways then welded to the bracket. Plates may be welded to the brackets.
6. Brackets may be 16"L X 4"W X ½" thick flat plate or 16"L X 2" X 4" X ¼" thick square tubing/channel or 16"LX4"W X 2" X 3/8" thick angle iron.
7. Front bumpers may have two 16" L X 2" W X 3/16" thick flat strap. Straps must be vertical position and welded 4" to the bumper and 4" to the core support to help hold the bumper on front bumper only.
8. No angle/corner gussets on bumper brackets to the bumper.
9. Any stock automotive brackets are allowed; bumper shocks may be collapsed and welded, no filler rod.
10. Maximum length of stock or homemade bracket must be no more than 16" long front or rear and no matter what you dream up you will have a 1" gap between bumper brackets and a-arm strap welds.
11. No mix matching automotive brackets. No modifications to automotive brackets, if you cut it off, leave it off. Do not use automotive stock and homemade brackets together.
12. Homemade brackets may be welded to the top, bottom, right or left side of the frame rail. Stock automotive brackets may be welded to frame in any position. All of the bracket needs to be visible. The

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strap cannot be within 1" of your a-arm strap weld. You may use the bumper brackets or A-arm to weld the K-frames on Chryslers, other than that no K-frame welding.

13. 36" of the non 5 mph compression bumpers may be welded to the body. ½ inch thick filler rod or 2" X 1/8" thick flat strap may be used.

14. 18" of the 5 mph rear bumpers may be welded to the body. ½" thick filler rod or 2" X 1/8" thick flat strap may be used.

15. Bumpers may be no higher than 20 inches to the bottom of the bumper. Used car bumper height will be at the official's discretion.

16. No part of the bumper may be connected or welded to the suspension or suspension parts.

Hoods

1. You can use 4 hood bolts with a maximum of 6" X 6" X ¼" thick gussets, bolts may only be a maximum of 1 inch thick, washers may be no bigger than 3 inches and must be free floating.

2. If hood bolts are not use, 4 chains may be used, no more than ½ inch thick is allowed.

3. 2 pieces of 1 inch thick all-thread with no pipe or square tubing on them may be used to replace the front body bolts and must go vertically through the hood, not through the fender then the hood. If you do not go through the body bolt location you may weld a maximum of 2 inches, with no filler rod or added metal to the side the frame next to the body bolts, then vertically through the hood. You may weld the all threads to the top of the core support 6 with a 4" X 4" X ¼ inch flat plate only.

5. 8- 3/8" bolts, with washer no bigger than 1" are allowed to bolt the inner to the outer. NO welding the inner to the outer of hood.

6. A hole is required in hood above the carburetor in case of a fire.

8. Hood must open for inspection and all cars must run their factory hood.

Doors

1. All doors may be welded solid with ½ inch thick filler rod or 2" X 1/8" thick flat strap.

2. Driver's door may have a 10" X ¼" flat plate fully welded to the middle of the door with no filler rod or added metal. It can't go more than 3 inches pass each door seam. Don't use square tubing or channel.

4. The window opening on the doors may be pinched and welded or you may use 2" X 1/8" thick flat strap to weld and fill the gap. If flat strap option is used you must drill a hole in it for the thickness to be measured. No welding the inside of the doors.

Trunk Lids and Tailgates

1. Trunk lids/tailgates may be welded a maximum of 6 feet with ½" thick filler rod or 2" X 1/8" thick flat strap.

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2. Trunk lids may be tucked (50% in stock location), and welded to the floor of the trunk.
4. **Trunk lids must have a 10" X 10" hole for inspection.** You may bolt the inner to the outer of the trunk lid, with 4-3/8" bolts with washers no bigger than 1". Do not weld!
5. No cutting or folding quarter panels in behind the tuck. Quarters must exist and remain stock in the upright position.
7. No inner seam welding inside the trunk or any other inner body seams.
8. You may have 2-1" rods welded to the side of the frame or going through a body bolt hole, and then up through the trunk lid or roof on wagons. Washers may be no bigger than 3". All threads must be in a vertical position on sedans.
9. Trunks may be flattened but must maintain a 12" gap to the floor. Speaker decks may be there must be 6 inch gap from floor. No flattening of deck lids in wagons must be in a factory position. Tailgates in wagons may be beaten down.

Fenders and Quarter Panels

1. Fenders and quarter panels at wheel openings may be cut out and rolled.
2. Fenders and quarters are allowed to have 4-3/8" bolts, with washers no bigger than 1" above the tire to secure the inner and outer panels.
5. If the lower trunk quarter panels are rusty, they may be folded under and bolted, with 3-3/8" bolts with washers no bigger than 1".
6. If you have any rust repair issues please contact officials. Our procedure will be to let you put it back the way it came from the factory, as if a body shop were doing it.

Radiators, AC Condensers and Core Supports

1. All core supports must remain in factory location. Core support body spacer may only be 4" tall.
2. Radiators must be stock type automotive radiators. No homemade steel radiators or steam tanks.
4. Radiator must be in stock position. Radiators may not be welded in. No radiator protectors.
6. You may use one AC condenser in front of the radiator. The AC condenser may be bolted with 4, 3/8" thick bolts, with washers no bigger than 1" or welded 6" per side with 2" X 1/8" flat strap no longer than 3" and no more than 4 per AC Condenser.

Tires and Wheels

1. AIR ONLY NO foam filled tires. Any ply and mud grips are allowed. Wheel size may be no bigger than 15 inches.
2. Wheels must be factory car wheels. Valve stem protectors are allowed. Narrowing and seam welding is allowed.

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3. No zip screwing rims to tire. No bolting rims to tires. No bead locks. No full wheel centers. No lug nuts bigger than 1".

Fuel System and Battery

1. Fuel cell needs to either be mounted to the cage or the floor but not both. No excessively large fuel tanks. A safety halo around gas tank is allowed but can't be more than 4" above the gas tank, can't be leaned back and needs to be attached to the back and middle bar only. If in our discretion it is doing more than protecting the gas tank it will be cut off.

2. All fuel system/battery/starting/electrical components must be mounted in a safe manner using quality mounting methods and hardware.

Frame Repair Plate Rules

Frame repairing is allowed. These plates may be used on pre-run cars and on newly built cars. You may use up to 16 inches per side (left and right side of car) no bigger than ½" X 4" flat strap or plate. If the plate is across from the bumper bracket, it must go towards the firewall not forward. May only be used as one 16" piece or two 8" pieces or four 4" pieces. The plates have to be a min of 1" from any other weld and can't be attached to anything but the frame. Frame repair plates can only be placed on the top, bottom, left or right side of the frame rail. You cannot place the plate in the frame. Plates cannot be connected to the A-frame straps.

Any other issues please contact us. Matt (704)907-3082