

Derby Rules

Compact Cars

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Any year model - v6 or smaller -wheel base 108 and below

1. Cars must be painted
2. Strip insides out- carpet back seat headliner etc... OK to leave dash
3. Gas tank must be moved to the back seat area- NO PLASTIC Boat tanks
4. Battery box relocated to front passenger floorboard- BATTERIES ARE TO BE COVERED
5. Cage- 4 pt. Must have bar behind the seat and inside of driver's door, dash bar and passenger doors bar. You are allowed two down bars on each side of the cage for support- cannot be past the two front door seams
6. Rollover bars are mandatory Chain or 9 wire in windshield
7. Doors are to be chained- 2 chains per door- example 4 door car gets 8 chains- Station wagons are allowed 2 chains on the back gate - YOU CAN WELD DRIVERS DOOR ONLY - VERTICAL SEAMS ONLY
8. No body creasing
9. Hood can be bolted in 4 places using all thread or bolts no bigger than 5/8
10. Trunks can be bolted in 2 places using all thread or bolts no bigger than 5/8
11. Bumper swap is OK - Weld bumper to the frame well using 2 6" long 4" wide strap per side- 1/4 inch plate is what I recommend - don't show up with excessive welding- but I don't want to stop and pick up bumpers all night either-
12. You can weld up front struts
13. Any tire is ok
14. Must have #'s painted on driver and passenger doors. Roof signs ok
15. Must wear long sleeve shirt and pants- NO EXCEPTIONS

2022 ArCo Limited Weld Regular Derby

These are the add ins ARCO Derby.

THE list below will replace certain rules below the dotted line. If the rule has not been replaced, then you MUST FOLLOW THE REGULAR RULE.

SEATBELT AND LONG SLEEVES OR LOAD THE CAR

- [] Inner bead-locks allowed PINCH STYLE ONLY and CANNOT EXCEED PAST STOCK BEAD LOCATION. Bead stiffeners allowed 1" max width. Valve stem protectors allowed, but cannot exceed 5" from valve stem
- [] Hydraulic Steering allowed
- [] 03 and up must run OEM rack and pinion. bolt on k-members allowed. Krashinfab style or equivalent.
- [] Pinion brake allowed BOLT ON ONLY!(cannot be used to strengthen car or rear end)
- [] '98 and up watt links conversion allowed. brackets for upper trailing arms must be bolted in. They must be 2 separate brackets, may not be larger than 6"x 12"x 3/8" thick max. 4- 5/8 bolts, nuts and 8 washers per bracket. Brackets may only be bolted to tow package. No bolts through the body. Brackets may not strengthen the frame or the body. NO WELDING.
- [] '98 and up watt links LOWER BRACKET Conversion. 1 piece of square tube 3"x 3"x 3/8"x 3" long max per side of frame maybe used. Cut the square tube to make a C channel. It must be welded to the inside of the frame at the point you want your trailing arm mounted. Drill your hole thru the tube and only 1 thickness of the frame. Bolt your arm into place. No other bolts will be allowed to mount this bracket. No factory mounting brackets will be allowed to mount the trailing arms. You may shorten arms to fit, but no reinforcing of any kind.
- [] Lower cradle with face plate allowed STOCK LOWER MOTOR MOUNTS ONLY and will only be allowed to contact the factory mounts
- [] You may also run a pulley protector, but if you choose this option you must remove the sway bar
- [] You may weld A-arms down with 2x3x1/4 plate. 2 per arm and must be on the outside of arm
- [] Fresh cars are allowed 3 4"x4"x1/4 plates per frame rail 2 spots of #9 wire 3 loops excluding windshield, rusted body bolts or trunk fasteners. These plates must remain 4"x4" at all times. Can be bent to fit, but no cutting apart.
- [] Pre-rans are allowed 3 4"x4"x1/4 plates per frame rail as well as 4 spots, 3 loops of #9 wire from frame to sheet metal and 3 spots/ 2 loops sheet metal to sheet metal (a spot is two points of contact do not push it) These plates must remain 4"x4" at all times. Can be bent to fit, but no cutting apart.
- [] Trunk lids may be fastened in 6 spots by welding 2"x2"x1/8" plate, or bolted through the drip rail in 6 spots.

- [] Aftermarket bells allowed, but must have space between the tunnel and the bell. (You know what I'm talking about here)

- [] core support spacer may be a MAX of 6" but still no pre bending, no tilting, no cold bending of any kind on fresh cars

DO NOT READ ANYTHING INTO THESE RULES, JUST READ THE RULES!! If it doesn't say you can, YOU CAN'T!

Or you will be loaded, your choice!

DO NOT paint anywhere on suspension or frame, we will not even inspect your car.

-YOU MUST HAVE A WORKING SEATBELT!!!!

- Any year car EXCEPT No Imperials, no Suicide Lincolns, and no Hearses

- Body component must be direct bolt up only. Must be factory hardware or equivalent in size

- Remove all glass mirrors and plastic. Remove all decking in wagons -Vehicles must be swept clean of all debris

- No sedagons, ZERO crease enhancement, ZERO sheet metal or frame shaping, forming, or folding.

- Deck and Hood must be 100% in stock location and open for inspection. After inspection you may tuck trunk with a single 90-degree bend.

- Anything can be removed, NOTHING can be added

-YOU MUST HAVE A WORKING SEATBELT!!!!

- Trunks may be fastened down using 4 5/8 all thread or bolts- hood can be fastened down in 6 spots using 5/8 rod or bolts, tail gates may be done in 2 spots with 5/8 rod or bolts OR use 1 strand 9 wire with 2 loops for the bolts or rod for good trunk or gate -you may weld doors 8 inches total on each vertical seam only. Drivers door may be welded 16 inches total on vertical seams only. 2" x 1/8" strap. Do not weld hood or trunk, except 4-1/2" tack welds per washer 1" washers max.

-YOU MUST HAVE A WORKING SEATBELT!!!!

-BODYMOUNTS

you may add 3" of tube 2 inch outside diameter for core support spacer any larger will be cut out completely.

- if you choose to change your core support mounts with 2 of your threaded rod you get 3 plates- 1/4 thick 5x5 max OD -7- 3/4 nuts -7- 3"OD max 1/8 thick washers per threaded rod, CORE SUPPORT ONLY Body mounts and spacers to remain stock and in place. DO NOT EVEN TOUCH THEM, Exception You may change a total of 6 body bolts out, with 5/8" threaded rod 24" long max with 3 nuts, 3 5/8 store bought washers and 3 5x5 1/4" thick plates per rod. If you use 3/4 rod may be used for the core support rods but they must be used for two of your hood bolts and the remaining 4 bolts must be 5/8. Must have 1 inch rubber or metal spacer no larger than stock body pucks and all bottom nuts must be inside frame. If they are broken or rusted out, a single piece #9 wire may be substituted. ZERO welding allowed to mount this rod. Rusted out body bolts may be removed and replaced with a single strand of #9 wire.

- #9 wire or chain required in front windshield.

-YOU MUST HAVE A WORKING SEATBELT!!!!

- FRAMES

- You may dimple or notch rear frame rails- nothing on the humps can be touched.

- NO welding on frames allowed except were mentioned in rules.

- SUSPENSION

- you may change coil springs to a stiffer oem passenger car spring. Front springs in the front. Rear in the rear no swapping locations.

- All suspension must remain stock. ZERO aftermarket parts. Can swap parts as long as they bolt up directly with factory mounting hardware. You may change upper A-arms to stamped steel from the cast arms on fords but ford upper arms and factory hardware must be used from the car being ran. This means cut the bar out of the arm and run individual bolts if the car you are running came that way.
- Rear control arms may be changed but must be stock NO SHORTING %100 stock
- You may use 2 per side (store bought spring spacers, no homemade spacers on top of the springs)
- You may use a single strand #9 wire to hold coil spring to rear end and leaf sprung cars may use 4 single strands #9 wire as leaf clamps.

- DRIVETRAIN

- (2) 3/8 threaded rod two 3" wide straps bolted to core support with (2) 3/8 bolts per strap to hold radiator in.
- ANY drivetrain & transmission (manuals allowed- aftermarket bellhousings are allowed-
- No pinion brakes
- Only the lower stock engine mounts may be welded to the K Member only. You may use two 1/2" thick 6x6 spacers to raise g. If you need more than 1/2 to raise engine to clear steering components, may not exceed rubber mount area. You may extend off back of cradle but nothing excessive, 1/2" flat plate only (example SBC in Caddy, Mopar)
- No tranny protectors, stock mounting only, stock cross members only.
- May use 2"x 3"x 6" 1/4 angle. If relocating (2- 1/2 bolts per side to mount to frame or weld to the side of frame
- You may weld rear end gears only.
- Rear end swaps allowed, no bracing, no welding, no re-enforcement. Max axle size 31 spline, mount tabs will be allowed to retro fit rear ends. All welding will be strictly limited to mounting tabs only no bracing, reinforcing, or excessive welding of any kind All must be factory axles (cast flanges) do not push this rule we are being fair, and you will be loaded no questions asked.
- All money winners could be subject to have to load on trailer and pull axles before payout.
- You may run 1 spot of #9 wire from rear end to frame per side, nothing thru body. 4 loops, 8 strands together in center twist only.
- Floor shifters allowed, headers allowed gas pedals and brakes. ALSO, SOLID ROD STEERING COLUMNS ARE ALLOWED Clarification: none may strengthen car. 6x 5/8" max bolts and 3" washer max. Clutch pedal may be mounted to dash bar only.
- No engine cradles, skid plates, protectors of any kind, and no aftermarket parts of this nature at all.
- If u run an LS you may use conversion brackets 3/16 max thickness no gussets. to except an old-style rubber frame mount. Plz call.
- You may run the chevy to ford engine mounts 3/16 max thickness no gussets.
- You may have 2-5/16 chains 1- per side attached from block or headers to engine frame mount not to frame or cradle nothing excessive only for safety
- You may swap engines, ie... Chevy in a Ford.
- Slip shafts allowed at all shows.

-DRIVERS COMPARTMENT:

- 4 point square cage only, (1) down tube in the center of each front door welded to sheet metal only nothing to the frame. max 60 inch cage over all measurement. 6 inch max, Must be mounted horizontally and 6 inches off floor. Gussets only in interior of 4 point cage.
- Halo bar allowed (2)1/2 bolts with 1/2 washers to attach to roof, only to the back seat bar or sidebars, not to floor. Gas tank mount may be welded to back bar but must be 6 inches, or more, from door sheet metal. The back of the mount must not exceed over 2 inches from gas tank and must remain within 6 inches away from rear sheet metal.
- Driver's door must be padded.
- Gas tank and max two batteries must be moved and secured. Tank behind the seat, Batteries centered in the passenger front floor using the box or boxes to strengthen the floor will get you loaded.
- Nothing may be mounted in a way that strengthens the car.

- Trans coolers allowed. Must be mounted inside 4 point cage area. Or on cage must be tight to cage if mounted on back bar.

Bumpers:

- you may weld rear bumper strait to frame or fallow the rules for the front bumper if using a shock.
- You may weld on any DI approved bumper, you may weld bumper bracket (in factory location) to frame 4 inches from the back of bumper, in addition you may put 4 one-inch welds on back side of bumper bracket or to weld shock inside frame (example Crown Vics).

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You may shorten 80 and newer fords up to an inch in front of the core support mount you may also be hard nosed

Old iron may shorten anything forward of the frame you want, You must have a 1 inch gap between frame and bumper, the only thing that can be in that one inch gap is your welded shock.

---If your car did not come with a shock (example 71 Chevy) you may use a 74-76 BOP bracket mounted in stock location with stock bolts, only welding described above.

- Or you may chain, 2 piece of chain per side BOLTED from the mount to mount to hold on the bumper. YOU MAY HARDNOSE OLD IRON ALSO BUT NO BRACKET OR SHOCK USED AT ALL ONLY WELD A SINGLE PASS TO BUMPER MAX 1/2 INCH WIDE AND THE ONLY FRAME CUTTING YOU CAN DO IS SQUARE THE END FOR BUMPER FIT NO WELDING 4 INCHES BACK IF YOU CHOSE THIS METHOD.

- Any approved DI tire, Brakes MUST work.

Only welding allowed is doors, bumper, engine mount, cage, and rear end gears!