LICKITY SPLIT PROMOTIONS

DERBY RULES & REGULATIONS

Class guide

- General derby / event rules and promotional handouts
- Big Car 3-Man Team
- 2-Man Minivan / 2-Man Compact — Bumper Swap
- Youth & Powder Puff — Motoswap Stock Bone

Class-specific requirements take precedence over general guidelines wherever they differ.

Contact: Orion — 989-350-7298

General Event & Safety Rules

Driver protection, preparation, and inspections

- All cars must pass inspection and comply with the rules for their particular class.
- Remove loose objects, glass and other prohibited materials as specified for the class.
- Drivers must wear the prescribed protective equipment; the supplied flyers emphasize safety first.
- The promoter/officials make final rulings; inspectable and accessible builds are expected.
- Do not weld, reinforce or modify beyond the expressly listed allowances for that class.

Promotional flyer categories

- The general promotional handouts include sections titled Driver Door Protection, Driver Door Protection diagram, Headers & Other Safety, Fuel & Batteries, Fuel Pumps & Wiring, Cage & Roll Over Protection, Painting & Number Rules, Additional Rules, Drivetrain, and Powertrain & Wheels.
- The Big Car 3-Man Team flyer identifies General Rules, Welding, Drive Train & Engine, Hoods & Trucks, Bumper & Doors, Batteries & Interior, Tires & Safety, Additional Rules and Safety First.

Big Car 3-Man Team

Eligibility / team configuration

- Competition consists of three drivers, each building one car: a 1/3-ton, one-year-newer-or-younger car; one 3-years-old-or-newer car; and one 3-years-or-more-older car, as described in the source.
- A team may have up to four cars ready for inspection, but only three may compete.
- Drivers may be allowed four people on the car to prepare it for inspection, including themselves; no more than four are allowed to start working once the car is ready.
- All cars must be in the impound until final safety checks; removed cars may be towed out.
- The source requires cars to be assigned to teams and checked for compliance before the show.

Body and frame

- Body mounts and rubber may be removed and replaced with a maximum of 1/2-inch bolt and a maximum 3-inch washer; no adding or moving body mounts.
- Do not paint or undercoat frames inside or outside.
- Core-support mount may be moved to 6 inches back from the core support and frame; up to 3/8-inch threaded rod may be used from top to bottom to hold it in place.
- Trunks and quarter panels may be creased at existing factory lines; do not weld the crease to make a reinforced seam.
- Hoods must be cut in the trunk and hood; no frame shaping is allowed.

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- Remove flammable material, window glass, door trim, speaker boxes and loose items.

Stripping / windshield / doors

- Remove all flammable materials; no broken windows, sunroofs or sharp objects.
- Cars must be clean and free of loose debris in driver compartments and trunk.
- Remove all airbags before arriving at the track; all trailer and towing hitches must be removed.
- Remove rear windows, side windows, headlights, taillights and all mirrors. All glass is to be removed before asking inspection.
- Drivers doors must be reinforced. Driver-door reinforcement must extend from the driver-door location to the rearward part of the driver-seat area.
- Maximum door reinforcement size is listed as 12 inches wide or 3 inches from stock door measurement; door reinforcement may not be attached to the cage or door bars in an unpermitted manner. Check the source page for full specifications.

Gas tanks and batteries

- Maximum fuel capacity: 10 gallons. Remove stock tanks and lines; cover the original tank area with a metal firewall.
- No fuel tanks under the vehicle; tanks must be securely fastened.
- Electric fuel pumps are allowed but must be secured and clearly marked; switches must be within driver reach.
- Battery must be relocated into driver compartment, covered or enclosed, and securely fastened to the inspector's specifications.
- One stock-type battery is allowed; maximum of two per car.

Painting, car numbers, and appearance

- Cars should be presentable. No offensive language, symbols or images.
- Minimum car numbers: 16 inches tall by 2 inches wide, painted in a color contrasting with the car.
- Driver-door numbers must be visible to the officials.

Tires, wheels and suspension

- Tire and wheel combination is open choice on this class sheet.
- Suspension must remain factory; it may be chained or welded down.
- Cars may sit 2 inches over stock.
- Rear end of choice may be braced.
- Steering columns and gear boxes may be replaced, but must not strengthen the car. No solid shafts; key-high steering only.
- The only listed wheel-related addition is cold tipping; otherwise the car must be level.

Cages and driver protection

- Four-point cage permitted as described by the source, using a maximum 4 x 4 x 1/4-inch material; no full-size cage.
- Bars must be secured to the car as prescribed, and the cage cannot be welded to the body.
- Door bars are permitted, extending from about 6 inches ahead of the driver door through to behind the driver seat; consult photo for exact dimensions.
- One cross bar is allowed between seat bars as described.
- No gas tank protectors.

Drivetrain

- Any engine and transmission/rear-end combination is allowed; swapping manufacturers is permitted.
- Front plates and lower cradle are allowed.
- Open driver shafts and sliders are allowed; shafts may not be used to strengthen the car.

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- Any rear end may be used; 5-lug rear, bracket and/or after-market axles are allowed as listed.
- Radiator must be in stock location or removed, and must be securely fastened without strengthening the car.
- Transmission coolers allowed.
- All cars must have stock-type air cleaners, with no open element air cleaners. A stock-position hood must be able to close over the engine.

Welding / bumpers

- Welding may be performed on the body and frame only as described; do not weld anything beyond expressly permitted areas.
- OEM bumpers only; bumpers may be welded for durability and plated with steel, per the source.
- Bumpers may have shock tubes or replacement shock tubes; no longer than 9 inches and must mount in factory locations.
- Shock tubes may be welded so the bumper remains on the vehicle.
- Steel may be added to weld in the transmission crossmember: maximum 6 inches long; may not be used to strengthen the car in any other way.
- Hood must be secured by permitted methods; no welded hood except prescribed locations.
- Trunks and tailgates may be welded or wired/chained, with continuous single welds according to source limits.
- No rear window bars allowed.
- Older model bumpers may be welded onto a newer car as specified.
- Lower motor mounts may be welded, provided no added strengthening of the car.
- No welding to body, frame or suspension outside what is listed.
- If running a C3 and newer vehicle, spindles must remain stock to the car.

2-Man Minivan / 2-Man Compact - Bumper Swap

Eligible vehicles / general preparation

- Factory-built minivan, mid-size SUV or front-wheel drive; no full-size SUVs such as Suburbans, Durangos, Yukons and Tahoes, and no Expeditions or excursions.
- Four- and six-cylinder engines only.
- No four-wheel-drive or all-wheel-drive vehicles unless all-wheel-drive transfer case is disabled and drive axles are removed.
- No full-frame cars, trucks, full-size vans or full-size SUVs.
- Remove everything flammable from the drivers area. Hoods, trunks and tailgates
- Hoods may use two 1/2-inch bolts, secured through top of core support; bolts may be welded in or bolted.
- Hoods may not be welded down. Hoods may be secured with specified fasteners; six points allowed by wire, cable, chain or straps (two locations may connect to front hood bump).
- Tailgates and hatches/trunks may be secured using only one option, not multiple methods.
- Option 1: maximum six spots with double-strand seatbelt cable/chain or wire; two spots may go to rear bumper.
- Option 2: two 1/2-inch bolts with store-bought washers from body metal to pillars; four spots.
- Option 3: weld trunk and tailgate in a maximum six places with 4 x 2-inch seams; no more than 6 inches long.
- Hood and trunk must each have a 12 x 12-inch access hole for inspection and safety.
- Creasing and body shaping permitted for up to 45 minutes before the heat, then allowed in the pit with specified hammer/axe tools.
- Fenders and quarters can be cut away for clearance; sunroofs must be covered. Driver doors, body and steering
- Driver doors may be welded completely shut; other doors may be welded shut with up to 6 x 6-inch on vertical seam or in two spots each side of door.

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- Do not use excessive welding; body mounts and bolts must remain factory.
- No body seam welding or other body welding except as expressly specified.
- Steering and suspension must remain stock; steering column may be changed if it does not strengthen the car.
- Control arms must be factory (some reinforcements allowed, per inspectors); struts must be factory.
- No replacement parts to strengthen the car.
- Coil springs may be welded in nine wires or clamped into spring bucket; springs and shackles may not be changed or altered.
- Inspectors may drill or unbolt items they suspect have been modified. Brakes, tires and frame
- Cars must have working brakes and ability to stop.
- Any tire and rim combination allowed.
- Four wheels maximum per vehicle; no dual tires.
- No solid rims or studded tires.
- Wheel weights must be removed.
- Tubes and outer flaps are allowed.
- Valve stem protectors are allowed but must be safe.
- No frame or unibody welding of any kind allowed.
- No stuffing or filling frame/body holes with spray foam.
- Crush boxes may be removed.
- Several bumper options are allowed; see bumper details below.

Front bumper options

- Option 1: any OEM bumper may be used if not stuffed or loaded; keep within factory bumper; bumper ends may be trimmed, rolled and welded. Seam welding allowed as described.
- Option 2: manufactured replica or other aftermarket bumper permitted but may not be more aggressive in width than an OEM bumper.
- Option 3: straight 4 x 4-inch square tube, with 6-inch by 6-inch protrusion maximum per side; ends may not be angled, cut, or sharp; caps are allowed.
- Pre-run vehicles: only two 4 x 3-inch or 3 x 3-inch flat plates total may be added, as stated in source; no added factory impact tube per original frame except if replacing as permitted.
- Bumper plates, points, protruding edges and shock mounting must satisfy the original sheet and official inspection.
- Bumper shocks may remain factory; do not add unpermitted points or reinforcement.

Drivetrain / engine

- Radiator must remain in factory position or be removed.
- Stock OEM-style radiator only.
- No homemade radiators or reservoir tanks.
- Electric fans allowed.
- Engine and transmission must be stock to make and model of car.
- Headers allowed.
- No engine/transmission cradles or braces allowed.
- Welded differential allowed.
- Driveshafts/axles must be stock.
- Stock motor mounts or one aftermarket/solid motor mount as described are allowed.
- Two motor-mount securement options: two straps of 9-wire around mount, or a single loop of 3/8-inch chain with one 3/8-inch bolt/chain.

Cage / safety compartment

- Chain, strap, or single 4 x 4 x 1/4-inch material allowed behind driver seat from B-pillar to pillar, unless roll-over bar described below is used.
- Single roll-over bar may be welded or bolted on roof and floor; maximum four spots top and bottom.
- Roll-over bar must be behind driver seat.
- Cages allowed: 4 x 4 x 1/4-inch or equivalent maximum material. Driver-side door bar can be up to 12 inches tall material; single down leg permitted in front center of bars (cannot only attach to seat metal or go to frame/engine cradle).
- Cage gusset bars allowed only on interior cage; top seat-style bar on roof/front door seams, and no bars to pillar seam.
- Cage must be at least 5 inches off floor and no higher than 5 inches below door-window openings.
- Fuel tank must be mounted in rear position of rear axle in an approved tank or cell; mounted securely.
- Two tank mounting options: mounted to floor using four 3/8-inch bolts; or welded to floor with a minimum four locations.
- Fuel is flavor of your choice (as stated in the source). Aftermarket fuel pumps allowed with toggle switch or master shut-off, clearly identified.
- No more than two automotive-style batteries in the vehicle, securely contained at front passenger seat or floorboard.
- 9-wire may be placed inside cabin in prescribed single-wrap locations; must be limited to two loops outside around vehicle, per source.

Door/driver protection

- Driver door protection allowed up to 3 inches maximum past front door seam, or body pillar.
- Protection may not be on a hinge, mounted on the outside of the door, unless class-specific door protection is expressly allowed.
- If door protection is inside the car, it must go by the original rules; driver protection must be positioned between the firewall and cage as described.
- No additional material extensions or protection beyond specified limits; inspectors have final determination.

Youth & Powder Puff - Motoswap Stock Bone

Class purpose / eligibility

- Youth and powder puff entry-level stock-bone class.
- 1980s or newer rear-wheel-drive car.
- Vehicles must be stripped of all glass, headlights, taillights and any other loose object that may fall onto the track. All airbags must be removed.
- Vehicle must remain in original OEM-style stock build except for motor swap.
- Small-block Chevy in Ford Crown Victoria permitted.
- Anything not expressly allowed in the rules is not permitted.

Bumpers / welding

- Do not alter bumper other than allowed; factory bumper shocks must remain in factory location when used.
- Two 1/2-inch bumper plates permitted to ensure bumper stays on; 9-wire may be used from the frame around bumper, per sheet.
- No welding anywhere besides driver door and cage.
- Driver door may be welded solid or with four welds on vertical seams in four places; all other doors must be wired, chained or seat-belted in four places per seam.

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Fuel, battery, seats

- Batteries must be moved into driver compartment and securely mounted on floorboard with battery box and cover.
- Passenger seats may be left for parents to ride with youth or powder puff drivers.
- Metal fuel cells only. No more than 6-gallon cell; secure to back seat and provide metal fire shield.

Hood / trunk / roof safety

- Hoods and trunks may be secured by 9-wire, chain, cable or seat belts.
- Six places allowed on hood and six on trunk; two spots on each may be tied to front/rear bumper.
- Recommended: pillar/crush bar behind driver seat, simple 4 x 4 x 1/4-inch cage or equivalent. No legs to seat metal.
- One roll-over bar may be attached in two roof places and two floor places; must not strengthen car.
- Front windshield must be removed; roof must have 9-wire, cable, seatbelt or metal strapping tying cowl to roof.
- Driver door plate may be used outside with maximum 12-inch width and no more than 8 inches beyond driver door; approved seat belt/harness recommended. Helmet, long pants and closed-toed shoes required.

Dot tires, paint, numbers, class authority

- DOT tires only; stock wheels with no metal added; remove wheel weights.
- Only tubes and air permitted inside tires.
- Cars must be presentable. No offensive language.
- Car numbers must appear on both doors and on roof; minimum 16 inches high x 2 inches wide, with contrasting color.
- Driver door must be painted WHITE.
- This class is intended to get youth and powder puff drivers into the sport; the source says it could lead to nomination for Youth Nationals in Washington Court, Ohio.
- HARDCORE DERBY PROMOTIONS / DERBY DOG contact: Orion 989-350-7298.