

2018 Richmond Good Old Days

Back to Basics Demo

EACH DRIVER & MECHANIC HAS AN OBLIGATION TO READ THESE RULES

THERE WILL BE NO EXCEPTIONS TO ANY OF THE FOLLOWING RULES!

EVERYONE PAYS AT GATE – EVEN DRIVER

Derby Entry fee \$40

DRIVER RULES: ALL WORK MUST BE DONE BEFORE ENTERING THE PITS!!

Any Questions please contact Tom at 586-651-2050. No calls after 9, please leave a message.

Pay out up to: 1st \$1625, 2nd \$500, 3rd \$300, 4th \$200, 5th \$175

- Each participant must be at least 16 years of age. Any participant under 18 is required to have a permission form signed by a parent or legal guardian.
- Drivers must remain in the vehicle with helmet, seatbelt and eye protection on until notified by an official that is safe to exit the vehicle.
- Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use the door defense repeatedly you will be disqualified.
- No hot rodding in the pits. Keep it at an idle.
- Any open door will be cause for disqualification, you are allowed one fire, and a second fire will be cause for disqualification. You may return in later rounds.
- Sandbagging is not tolerated and will be strictly enforced. Locking up the brakes prior to a hit for anything other than a driver's door will be a cause for disqualification. The fans pay to see a show, put one on for them!
- You will be given ample time for restarts.
- This is not a team event. Team driving will not be tolerated.
- THERE IS NO ALCOHOL OR DRUGS ALLOWED IN THE PITS. This includes pit crews. If you or ANY of your crew is caught with alcohol or drugs you will be disqualified.
- You must be a driver to protest, the fee is \$100 and you must have cash in hand. This protest must take place immediately at the conclusion of the feature event. The protesting driver must have competed in the same class as the driver he is protesting.
- Any questions, CALL FIRST. Don't assume anything. The Officials decision is final.

These rules are a guild line as what only is allowed to be done.

- Any year car 80 till 2002 EXCEPT No Imperials, no Suicide Lincolns, and no Hearse.
- 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
- **ZERO** crease enhancement, **ZERO** sheet metal or frame shaping, forming or folding.
- **A postrace inspection on winning vehicles.**

Body:

1. 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.
2. Anything can be removed, NOTHING can be added
3. Fasten trunks, hoods, tail gates in **4 places, 2 strands** of #9 wire. All doors may be welded **12 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**
4. Run number 9 wire or chain from cowl to roof, can only go body to body, no more than 6 strands.
5. Only the firewall may be pushed back for the distributor clearance. Do not cut out for the distributor, must be intact.

BODYMOUNTS

1. You may add 3" of rubber for core support spacer, you can change your core support mounts with , 5/8" threaded rod you get 8, 5/8 nuts 8, 3"OD max 1/8 thick washers per threaded rod CORE SUPPORT ONLY spacer must be sandwiched tight between mount and core support.
2. Body mounts and spacers to remain stock and in place. You may change a total of 6 body bolts out, with 6, 5/8" bolts, 5/8 store bought washers no larger than 13/4 diameter, 3/16 thick, no more than 2x5 1/4" thick plates per bolt. One nut per bolt. Must be straight vertical bolts, no bends or angle pieces. On the changed bottle only must have 1 inch rubber or metal spacer no larger than 3" in diameter. If they are broken or rusted out, a single piece #9 wire may be substituted. **ZERO welding** allowed mounting this rod. Rusted out body bolts may be removed and replaced with a single strand of #9 wire.

FRAMES:

You may dimple your rear frame rails
NO welding on frames allowed.

SUSPENSION

1. You may change coil springs to a stiffer oem passenger car spring. Front springs in the front. Rear in the rear no swapping locations.
2. All suspension must remain stock. **ZERO** aftermarket parts.
3. Rear control arms may be changed but must be stock **NO SHORTING %100 stock**
4. You may use (store bought spring spacers, no homemade no spacers on top of the springs)
5. You may use a **double strand of #9** wire to hold coil spring to rear end and leaf sprung cars may use **4 single strands #9 wire as leaf clamps**.
6. Tie rods may be reinforced with tube, pipe or angle iron from end to end of OEM factory car origin tie rods. A store bought washer may be paced over the ball of the tie rod end and welded. **TIE RODS MUST BE A FACTORY OEM END.**
7. Bumper height must be 16" to 22" measured from the bottom of the bumper.

DRIVETRAIN:

1. (2) 3/8 threaded rod two 3" wide straps bolted to core support with (2) 3/8 bolts per strap to hold radiator in.
2. Do not over bolt your core support. Extra bolts will be removed. Do not use spray foam to hold radiator in.
3. ANY drivetrain & transmission may be used. (Manuals transmission are allowed), no aftermarket bellhousings, or tail shafts. OEM only.
4. No pinion brakes
5. Only the lower stock engine mounts may be welded to K frame only. You may use two 1/2" thick 6x6 spacers to raise engine. 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 K frame but nothing excessive, 1/2" flat plate only (example SBC in Caddy, Mopar)
6. May use 2"x 3"x 6" 1/4 angle. If relocating you Trans cross member. You may bolt or weld to the side of frame.
7. You may build you own cross member by using 2x2 tubing 1/4" wall thickness.
8. You may remove the stock transmission mount, and use chain, #9 wire or replace the rubber mount with a solid OEM style mount.
9. Rear end swaps are allowed, Max axle spline of 31, all must be factory Ford, GM, Mopar 5 lug passenger axles we will include a 9in. No pinion brakes, we will allow welding factory brackets for factory control arms mounts on to axle only. You may weld axle tubes to center section. A simple brace from brake mount to brake mount made from 2"x2" no thicker than 5/16", must run parallel to axle tubes will be allowed. This should be simple axle no postal mopar rear-ends exc.. and rear ends, must be a direct bolt-in, NO fabricating or welding allowed of axles or rear end (inside or outside) with exception of welding rear axle gears only.
10. Post race inspections will have to load on trailer, and pull axles before payout.
11. You may run **1 spot of #9** from rear end to frame per side, nothing thru body. **4 loops, 8 strands** together in center twist only.

12. Floor shifters allowed, headers allowed, gas pedals and brakes, Clarification: none may strengthen car. 6x 5/8" max bolts and 3" washer max. Clutch pedal may be mounted to dash bar only.
13. You may run the chevy to ford engine mounts.
14. You may have **2-5/16 chains 1- per side attached from block or headers to engine frame mount not to frame or K frame** nothing excessive only for safety
15. You may swap engines, ie.. Chevy in a Ford.
16. Slider drive shafts are ok.
17. No engine cradles, no pulley protectors, NO AFTERMARKET protectors or homemade. This is back to basic when money did not rule the class.
18. If you run a DP do not mount your dash bar closer than **5 inches** to the rear most point of the firewall/cowl, **YOU WILL NOT RUN**. An will not be able to fix at the track
19. Distributor protectors allowed, must be attached to engine only, back side that contacts the firewall must be no wider than **12 inches**, **must not contact cage before, during or after the event**. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be inside heads and not extend past the water pump mount bolts. This should not be used to strengthen the car!
20. Any cable routing tubes must maintain the **5 inch** gap to dash bar

DRIVERS COMPARTMENT :

1. **4 Point cage only**, 1 down tube in the center of each front door welded to sheet metal only, no bars welded to the frame. Max of 60in over all cage measurement, 6in max tube diameter. Gussets only in the interior of the 4 point cage.
2. 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** from rear sheet metal and no larger than 24"wide.
3. If you run a DP do not mount your dash bar closer than **5 inches** to the rear most point of the firewall/cowl, **YOU WILL NOT RUN**. An will not be able to fix at the track
4. Driver's door must be padded.
5. Gas tank and one single automotive battery must be moved and secured. Tank behind the seat, Battery centered in the passenger front floor.
6. Nothing may be mounted in a way that strengthens the car.
7. Trans coolers allowed. Must be mounted inside 4 point cage area. Or on cage must be tight to cage if mounted on back bar. Tran coolers, are allowed, must be mounted in drivers compartment, using high pressure lines, no rubber hose and hose clamps. Mounting bracket must not be used to strengthen car.
8. Aftermarket steering columns are allowed.

Bumpers:

1. You may weld any stock automobile bumper; the bumper may be welded and loaded ends should be rolled and smooth to side of car. Bumper may be from any CAR 1970 till 2015 full size or compact automobile. No truck or commercial bumpers allowed, no homemade or aftermarket bumpers.
2. Shock tubes may be collapsed and welded all shocks and brackets in the stock location only. Do not move.
3. you may weld rear bumper strait to frame or use the rules for the front bumper if using a shock.
4. 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
5. You may shorten 80 and newer fords up to an inch in front of the core support mount you may also be hard nosed
6. Or you may chain, **2 piece** of chain per side **BOLTED** from the mount to mount to hold on the bumper.

MISC

1. Brakes **MUST** work.
2. No tires taller than 30"
3. No split rims, studded tires or 100% solid tires.
4. You may use aftermarket centers with open bolt patterns, 8" max center, no full centers, no over bead welding or plating.
5. Wheel weights must be removed, Valve stem protectors are allowed but must not be over used.
6. Double or foam filled tires are allowed.
7. You may not change tires after inspection.
- 8. No tractor, skid steer or paddle tires allowed.**
- 9. After heats if able, This will be and unlimited 9 wire show.**
- 10. All cars should have 12"x12" number sign on the roof of the car that is easily read with contrasting colors.**
- 11. Only welding allowed is doors, bumper, engine mount, cage and rear end gears! This build should only take 3 days, if you spend more than that you are overbuilt for this class and will not run!**

**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! These are simple rules and a simple build. Do not get "creative" let's get things back to basics.