



2024 Compact Class Rules

This derby is 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. Previous ran cars are allowed if they meet the rules. All vehicles in this class must have a wheelbase of **107 inches or less**, when measured from the center of the front wheel to the center of the rear wheel. No Mid-size vehicles.

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.

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. **All Drivers are responsible for complying with rules as stated below**. If you have questions, please contact Blane Williams 530-693-2799.

Bumpers and Brackets

1. Any stock mini car automotive bumpers and Brackets may be welded to bumper and frame. Bumper may be welded to the bumper brackets and the bumper brackets may be welded to frame
2. Homemade bumpers are allowed may material 4"x4"x1/4" max.
3. Bumper seams may be fully welded. No filler rod is allowed.
4. Bumpers may be trimmed and/or flipped.
5. Brackets may be 10" L X 4"W X 1/4 inch thick flat plate or 10"L X 2" X 2" X 1/4 inch thick square tubing/channel or 10"L X 2" X 2" X 1/4 inch thick angle iron.
6. Front bumpers may have two 10" L X 2" W X 3/16 inches thick flat strap. Straps must be vertical position and welded 4 inches to the bumper and 4 inches to the core support to help hold the bumper on front bumper only.
7. No angle/corner gussets on bumper brackets to the bumper.
8. Any stock small automotive brackets are allowed; bumper shocks may be collapsed and welded, no filler rod.
9. Maximum length of stock or homemade bracket must be 10 inches long front and rear.
10. 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.
11. Homemade brackets may only be welded to the outside of the frame unless they came on top of the frame originally. Stock automotive brackets may be welded to frame in any position.
12. Non 5 mph compression bumpers may be welded to the body up to 24 inches, 1/8-inch-thick filler rod or 2" X 1/8-inch-thick flat strap may be use, no added metal allowed.

13. 5 mph rear bumpers may be welded to the body up to 12 inches, 1/8-inch-thick filler rod or 2" X 1/8-inch-thick flat strap may be use, no added metal allowed.
 14. Bumpers may be no higher than 18 inches from the bottom of the bumper. Used car bumper height; will be at the official's discretion.
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Radiators, AC Condensers and Core Supports

1. All core supports must remain in factory location no relocating core supports.
 2. Radiators must be stock automotive radiators. Radiators must be brass, copper or aluminum.
 3. No homemade steel radiators or steam tanks.
 4. Radiator must be in stock position. Radiators may not be welded in.
 5. Ratchet straps, bailing wire or bolts may be used to secure radiator. No radiator protectors.
 6. You may only use one AC condenser in front of the radiator, if used.
 7. The AC condenser may be bolted with 4, 3/8-inch-thick bolts, with washers no bigger than 1 inch or welded 6 inches per side with 2" X 1/8-inch flat strap no longer than 3 inches and no more than 4 per AC Condenser.
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Engine, Cradle and Transmission

1. Engine swaps are allowed, engine must be no bigger than 6 cylinders. Engine setbacks are allowed. No engine cradles are allowed. No 8-cylinder motors.
 2. You may cut a hole, 12" L X 12" W in the fire wall for the distributor. Hole must be properly covered.
 3. No distributor guards are allowed.
 4. Motor mounts may be welded to the frame, motor mounts must be welded in stock position. No rear motor mounts. No head straps.
 5. Electric fuel pumps are allowed, must a shut off/kill switch for fuel pump.
 6. Transmission coolers are allowed.
 7. Homemade cross members are allowed maximum 2" X 2" X 1/4 inch thick square tubing. No bolting the cross member for the transmission to the body or welding the body on a full frame car.
 8. Standard transmissions are allowed.
 9. Transmission adapter plates may be used to bolt different transmission on and may not connect to the header flanges and must not be used as a mid-plate. Must not go past the size of the motor.
 10. No transmission skid plates are allowed. No reinforcing of transmission. No ultra-bell or homemade transmission pans.
 11. No transmission braces are allowed. No carburetor protectors are allowed.
 12. Slider drive lines are allowed.
 13. Aftermarket gas or brake pedals and cable shifters are allowed. May only be bolt to the floor. Cable shifter may be bolt to the floor or transmission.
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Suspension

1. Stiff suspension is allowed. A-frames may be welded maximum 8 inches per side (of the car) to the frame, with 2" X 2" X 3/16-inch flat strap.
2. Center and sides of A-frame may be beat down and welded, if as long you are able to still see underneath it.
3. Tie rod stiffeners are allowed. No welding metal in the springs to raise the car. Spring/Twist spacers may be used.
4. No strut bars to the A frame to the frame in the front of the car.
5. No re-enforcing suspension. Suspension parts may be swapped if they bolt on, and they must be stock car automotive parts (no truck or RV parts).
6. Leaf springs must be stock. No after mark springs. If you are missing leaf springs you may use other leaf springs equal to what's missing to replace what is missing.
7. No shortening leaf springs.
8. No leaf on top on main leaf. No extra leaves, no tape or welding on springs, no motor home leaf springs or truck leaf springs.
9. 2 spring clamps per spring are allowed, no wider than 2 ½ inches, no welding clamps to the frame. You can drill hole throw spring where you shorten it to 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 out. No welding leaf springs at all.
10. No coil leaf conversions. No bump stops on the rear end.

Hood

1. You can use 4 hood bolts with a maximum 4" X 4" X ¼ inch 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 All threads 1 inch thick with no pipe or square tubing may be used to replace 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 all thread to the top of the core support with a 4" X 4" X ¼ inch flat plate only. You can put 2" X 2" X 1/8-inch-thick square tubing to replace rubber under core support may not be weld to all thread or core support, made only be spacer.
4. The 4 hood bolts or the 4 chains can be used in combination with all threads.
5. 8, 3/8-inch-thick bolts, with washer no bigger than 1" inch are allowed to bolt the inner to the outer, when hole is cut out for headers and carburetor.
6. A hole is required in hood above the carburetor in case of a fire.
7. No welding the inner to the outer of hood.
8. Hood must open for inspection.
9. No putting bigger hoods on cars, all cars must run original stock hood to car.

Safety Bars

1. 2 Side bars may be no bigger than 8" X 2" C channel, must be 3 inches from firewall and may touch front of the rear hump/wheel wells, and have a 5-inch gap from the floor. Side bars are mandatory.
 2. 3 Cross bars may be no bigger than 4" 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.
 4. Middle cross bar must be behind the driver's seat, within 6 inches of the seat. Middle cross bar is mandatory.
 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-inch maximum material may be used as a bar.
 7. Adding 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.
 8. Halo bars cannot be used in combination with adding a post.
 9. No welding cage to frame and floor of cars.
 10. 2 front window bars are mandatory. 2 bars may be used in rear windows. Window bars may not be welded to the trunk or hood. Bars must be positioned in window seam area. 2-inch maximum material may be used as a bar. You may use 3-inch gussets to mount the window bars.
 11. No front and rear kicker bars.
 12. 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.
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Batteries

1. 2 automotive type batteries are allowed for the motor. Motor batteries are only allowed on front passenger floor. Batteries must be properly covered.
 2. Third battery may be used for transmission cooler or electric fan only.
 3. Batteries must be securely bolted to the floor in a battery tray. No milk crates may be use.
 4. No welding battery tray to door bars. No bolting batteries trays to cross member or frame.
 5. No battery trays can cover any body bolts.
 6. Batteries must be properly covered.
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Gas Tank

1. Gas tank may be no bigger than 7 gallons.
2. Gas tank may be bolted or chained securely to the floor, but not to the frame.
3. Gas tank must be place behind the driver's seat.
4. Gas tank must be bolted in securely before inspection or you will not run. SAFETY

5. Gas tank must have a secure cap. All gas lines and fitting must be leak proof (PUMP GAS ONLY).
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Doors

1. Driver's door may be fully welded. All other doors may be welded 12 inches per line with 1/8-inch-thick filler rod or 2" X 1/8 inch thick flat strap.
 2. Driver's door may have 6" X 1/4 inch flat plate fully welded to the middle of the door with no filler rod or added metal, no more than 3 inches pass each door seam, no square tubing or C channel.
 3. No welding the inside of the doors. No pinching and welding the window openings on the doors.
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Trunk lids or Deck lids and Tailgates

1. Trunk lids may be welded a maximum of 5 feet, with 1/2 inch thick filler rod or 2" X 1/8-inch-thick flat strap.
 2. Trunk lids may be tucked in (50% in stock location) and welded to the floor of the trunk.
 3. 5 feet may be broken up however you chose on trunk lids, this includes trunk tucks.
 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-inch bolts, with washers no bigger than 1 inch, where you cut out the hole for inspection.
 5. You cannot weld the inner to the outer of the trunk lid.
 6. No inner seam welding inside the trunk, unless where the trunk is tucked.
 7. Deck lids and tailgates on wagons may be welded a maximum of 5 feet, with 1/2 inches thick filler rod or 2" X 1/8-inch-thick flat strap. 5 feet may be broken up however you chose on deck lid and tailgate.
 8. Deck lid and tailgate can only have a total of 5 feet of weld together.
 9. Deck lids must have a 10" X 10" hole for inspection.
 10. You may bolt the inner to the outer of the trunk lid, with 4, 3/8-inch bolts, with washers no bigger than 1 inch, where you cut out the hole for inspection.
 11. You may not weld the inner to the outer of the deck lid. No inner seam welding under deck lids.
 12. Deck lids must be in factory position.
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Rear end

1. Rear end swaps are allowed. No truck rear ends, 5 lug is maximum. No 8 lug rear ends with the studs knocked out to make it 5 lugs.
 2. Rear end braces are not allowed.
 3. Pinion brakes are allowed. Locked rear ends are allowed.
 4. Shorting or lengthening trailing arms are allowed, for pinion angle.
 5. Chaining rear end to frame is allowed, no welding chain to frame. No welding links together. Chain is only allowed one time around with bolts, not around body, unless the car is a uni-body, no longer than four feet and half inch thick chain.
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Tires and Wheels

1. No tire rules. Any ply and mud grips are allowed. Wheel size may be no bigger than 15 inches.
 2. Valve stem protectors are allowed. Valve stem protectors must be welded securely. ☐SAFETY
 3. No zip screwing rims to tire. No bolting rims to tires. No bead locks.
 4. Lug nut size may be no bigger than 1 inch.
 5. Wheels must be factory car wheels.
 6. Wheels may not be reinforced.
 7. You cannot have homemade centers on rims. Universal centers are allowed, must not go passed a half inch pass bolt hole, may be welded in with no filler rod or added metal.
 8. Wheel seams may be welded and shorten down to 5 inches with no filler rod or added metal.
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Fender and Quarter panels

1. Fenders may be cut out.
 2. Fenders are allowed to have 3, 3/8-inch-thick bolts, with washers no bigger than 1 inch above the tire to secure the inner to the outer.
 3. Quarter panels may be cut out and rolled.
 4. Quarter panels are allowed to have 3, 3/8-inch-thick bolts, with washers no bigger than 1 inch, bolts must be located above the tires.
 5. If the lower trunk quarter panels are rusty, they may be folded under and bolted, with 3, 3/8-inch-thick bolts with washers no bigger than 1 inch.
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Body and Frame

1. Body to frame hardware and bushing must be stock. No changing body bolts.
2. You may not remove rubber pucks between the body and the frame.
3. Body bolts must have rubber between them no metal even if you tilt it or add extra bolt.
4. Frame repair is allowed, up to 10 inches per side (left and right side of car) no bigger than 1/4" X 3-inch flat strap or plate, must be at least 2 inches back away or 2 inches across from the bumper brackets in the front and rear. If the plate is across from the bumper bracket, it must go towards the firewall not forward. You may break up the plate however you want as long as there is no more than 10 inches per side (left and right side of car). Frame repair must be on inner side or outer side of the frame only; you cannot place plate on top or bottom of the frame. Plates may be not bigger than 3 inches tall and must be kept vertical.
5. No pinning the frame or running bolts through existing holes.
6. Frame notching is allowed. No welding the body to the frame. Hammering of the body is allowed.
7. Hammering of the frame is allowed, only above the humps.
8. No pre bending your frame in rear more than couple inches on fresh cars.

9. Trunks may be flattened there must be 12-inch gap from the floor. Speaker decks may be there must be 6-inch gap from floor. No flattening of deck lids in wagons must be in factory position. Tailgates in wagons may be beaten down.
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Rust Repair

1. Floors in car may be repaired with metal the same thickness as it is originally, overlapping of repair may only be up to 1 inch past the rust spot.
 2. If window seam is rusty in a station wagon you may pinch it together and weld 2 inch and skip 3 inches, with a maximum of 2" X 2" X 1/8 inch flat strap.
 3. If you have any other rust repair issues then mentioned above, please contact officials.
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Safety

1. Full face helmets are required.
 2. Minimum of 1 lap belt is required. Four-point harnesses are allowed.
 3. Long sleeve shirts and pants are required. No short sleeve shirts or shorts are allowed.
 4. You must have a fire extinguisher on hand in pits.
 5. No alcohol, firearms, or drugs are allowed in the pits. Zero tolerance will be used.
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Car Numbers

1. Driver and passenger sides of car must have car number visible, minimum of 16 inch tall.
 2. Roof signs are allowed, and not required.
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Disqualifications

1. Teaming will result in disqualification for all parties.
 2. Sandbagging will be warned first time with flag; second time will result in disqualification.
 3. Driver door hits are not allowed, first time will be a flag warning, and second time will result in disqualification.
 4. We have a 2 fire rule. Will be discussed at driver's meeting.
 5. If cars do not pass re-inspection after main event, it will result in disqualification.
 6. Unsportsmanlike conduct WILL result in disqualification.
 7. Being timed out for more than 2 minutes, you will be required to shut off and getting your stick broken.
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Inspection/Tech

1. You will have 2 chances to pass through tech.
 2. If your car is not ready to pass after second tech, you will not be allowed to race.
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3. Driver and 1 pit member are allowed to be in the inspection area.
4. Your paint must be dry before your car goes through inspection.
5. If you are in the money be prepared to have your car pulled out of the arena and be ready for post derby inspection. Please have your torch ready and available.
6. Anything after Main Event that is found to be illegal on your car will cause disqualification of your car.
7. Any pit people arguing with officials will also be grounds for disqualification.
8. If it is not stated in these rules, it is not allowed.