

## MASTERS OF DISASTERS

### 2024 RULES

#### 80'S AND NEWER AND OLD IRON TOGETHER

##### Limited Weld Full Size

1. All cars MUST be stock, unless modification is stated in the rules. NO IMP parts allowed. 03 and newer MUST remain stock and ONLY stock oem parts allowed.
2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
3. All decking in station wagons MUST be removed!!!
4. No split rims, No studded tires. Foam filled or Doubled tires are OK!!! Valve stem protectors are OK. Tires MAY be screwed to rims. 1" bead savers are allowed.
5. Driver MUST wear a fire coat or non-flammable jacket while driving in event.
6. Driver MUST have safety glasses or face shield.
7. You MUST use a radiator NO RAD barrels allowed and it must be in stock location. All cars MUST have working brakes.
8. All trailer hitches and braces MUST be removed.
9. Original gas tanks MUST be removed. You may use a boat tank or well made fuel cell and it must be properly secured (NO BUNGIES) and covered.  
  
NO gas cans, NO Plastic gas tanks. Place gas tank behind driver's seat or in the center of the car where the back seat use to be.
10. Transmission coolers ARE allowed, but MUST BE safe and properly secured (NO BUNGIES).
11. Batteries MUST be moved to passenger floorboard close to transmission. It MUST BE properly secured and covered (NO BUNGIES -and can only be connected to the floor, NO place else).
12. You MUST have a roof sign 15"x 15" with car number on it for judging and recognition of car.

##### Car building:

1. NO welding will be allowed on any part of the body or frame. The only welding allowed is in the below rules. IF your car is found with any weld,

other then what's allowed, YOU WILL NOT RUN!!

2. Doors may be chained, wired, bolted, cabled or welded shut and must be sheet metal to sheet metal. Welding will be Outside of doors only. You may weld 5 inches, skip 5 inches, weld 5 inches, etc. Use NO bigger than 3 inch wide x 3/8" thick material for welding doors shut. Drivers door only may be weld shut inside and outside solidly with no bigger then 3" strap material.

3. For driver's protection, YOU MUST weld a bar behind the seat from doorpost to doorpost, NO bigger then 6" material. It can be an X, you may also have a bar across your dash, you may connect the dash bar to bars behind seat across the inside of front door only, you may also weld your steering column in, you can also weld a plate across the driver's door NOT to exceed 6 inches past each seam. You may have a roll over bar behind the seat, which may be welded to the top of the frame or the floor and welded or bolted to the roof – no kickers going to the back or front of the car. Back of cage including roll bar, can only be in front of body mount behind back seat. Mopars can only be in front of spring mount. You will be allowed 2- 4x4x1/4" down bars on the inside on driver's and passenger's door going down from the inside cross bar. Down bars must be behind inside of front door interior seam or will be cut out. Welded to top of frame ONLY, AND NO ADDED METAL!!!!

GAS TANK PROTECTOR: must be NO wider then 24inches across the back- 6inch tall on back with 1 inch gap between all sheet metal around back side of gas tank protector. Tank Protector can only be attached to back seat bar with nothing attaching up or down to body/frame/ cage. You MAY gusset to back seat bar only. MUST be 4 inches off floor and stay BELOW where speaker deck attaches to floor! You are allowed a loop up off your gas tanks protector, but must be straight up and not angled. Nothing higher up then 4 inches above gas tank. Loop can't attach to anything but the tank protector.

NO BACK WINDOW BAR ALLOWED.

\*\*\*\*\*YOU MUST HAVE A BAR/PIPE FROM DOOR POST TO DOOR POST WELDED MINIMUM, IN ORDER TO RUN.

Bumpers: Bumpers are interchangeable. Any Automotive bumper and bumper brackets may be used on any car. Homemade bumpers will be allowed, you can only use a flat square or round tube NO bigger than 5 inches (5x5 square or 5inch round). You may use a replica. This must remain flat, no shaping or filling tubing. Tubing CANNOT be any wider than the car fenders. You may trim bumper ends or fold them around. Bumpers and brackets may be welded solid. Bracket are interchangeable from car to car. If you don't use the factory front brackets to the car, YOU WILL BE LIMITED to a 14 inch bracket from end of frame. Brackets CAN NOT be longer than 14 inches in length or can be shortened but you CAN'T stretch out brackets to make longer. If you don't use a factory bumper bracket you may use a 4inch X 14 inch long 3/8 thick flat plate. This plate MUST BE welded to the bumper. The bumper plate can only be welded on the outside of the frame and can only follow the frame, NO shaping OR wrap of plate. Bumpers may be stuffed inside of Original bumper only. Bracket can be welded solid but can ONLY be welded to 1 side of the frame, don't wrap bracket unless it came out factory that way. NO Brackets may be stuffed inside of the frame rail.

You may have 4 spots wire or 3/8 chain from front bumper to radiator support, 4 spots from rear bumper to trunk lid. Front brackets on front only!!! Front Bumpers can NOT be any higher than 30

inches from top center. Rear Bumpers can NOT be lower than 18 Inches from top center of bumper. Frame must remain straight for bumper measurement. This rule is to help cut down of the issue of roll over and safety of this issue.

HOOD/TRUNKS: \*\*Hoods MUST HAVE at least a 12-inch square hole cut out in case of fire. You will be allowed 8 spots to hold the hood down (bolts, chain or wire); you MUST have at least 4 spots holding hood down- hood hinges don't count! You may have up to 1" all thread –2 may be used from the hood down to the

frame, but MUST GO THROUGH the front body mounts. Chrysler products may run all thread behind radiator support down to top of frame and be welded to top of frame with NO added material – All thread may pass thru frame. Hood hold down spots MUST BE sheet metal to sheet metal only. Hood must be open for inspection. Plates for hood bolts CAN NOT exceed 5x5x1/2 inch. Hood bolts can be up to 1 inch in diameter. Only allowed 8 spots total to hold down hood chain- wire- bolts- etc. You are allowed 12- 3/8" bolts to bolt hood skins together. You can fold hoods or trunk decks over but 50% of the hood or trunk lid must be in factory location. Dishing of the trunk is allowed but MUST be 6 inch off floor. Tucking of roofs are allowed but only on factory coil spring wagons. Can tuck roof to top of rear quarter panels. You may chain/wire roof to top of rear quarter panels in 2 spots on each side.

2 - 1" All-thread may go from the trunk lid to frame, if you go threw the body mount hole thru the frame you MUST have a spacer between body and frame, otherwise you may weld to the side of the frame only with all-thread. You may use wire in 2 spots with 4 loops from trunk lid and may go around the frame with the wire. CAN'T DO BOTH. Trunk lids and tailgates may be welded but only in factory location. NO welding of tucked area or NO welding of sheet metal folded over trunk lid. You can weld 5 inches skip 5 inches using no bigger than 3 inch wide materials.

#### BODY MOUNTS:

11. Body mounts MUST remain stock, and NO adding of body mounts. You can replace the bolt with 1/2 inch bolt, bolt must be up inside of frame as factory with nothing up inside frame except 1- 2X2X1/4" thick washer then a nut and a 2X2X1/4" thick washer on top of floor. YOU may use a solid mount between body and frame. The mount spacer can't be bigger than 2X2 and must be 1 1/4" tall pipe or tubing. NO welding of body mount spacers. Nothing can't act like a gusset of any kind!! Radiator support spacer can be welded either to top of frame or to bottom of radiator support body/sheet metal. If you use all-thread in hood or trunk, the body mount rubber may be replaced with a steel body mount same thickness as factory rubber mount- 1 1/4 inch

Radiator support spacer CAN NOT be any taller than 6 inches.

#### SUSPENSION:

Suspension MUST be all stock. Leaf springs MUST be stock, Stock springs ONLY! 2 inch stagger in back of rear end and a 1 inch stagger on the front of rearend on all leaf springs. You can put spacers in sagging coil springs to get your height. You can loop chain or wire from rear end or springs to frame in 2 spots on

each side. No bigger than #9 wire or 3/8" chain or cable may be used. You may double your coil springs. Leaf spring cars will be allowed 6 clamps on each spring pack. The clamps may be home-made. Home-made clamps CAN NOT be larger than 2 inch wide by 5 inches long. NO more than 9 leaf springs in any car! This includes tow package springs!

Rear end control arm must be stock and CAN NOT be re-enforced. You may shorten or lengthen control arms by overlapping 2 inches with another stock control arm.

Must use factory rear ends with factory parts- axles-brakes-etc. You can use a spool inside the rear end to make posi-track. You can swap out rear ends from a different car, but MUST BE a factory rear end only. You may change rear ends from one car to another. Gm to ford, Ford to Gm, Mopar to Gm, etc. Stock rear ends only NO homemade!

Rear-end housings may be re-enforced with NO bigger than 3 inch material (tubing, flat steel, angle iron) welded to the back of the tubes only.

Front A-arms will be allowed 2 - 2" X 2" straps. 1 strap on front side of A-arm and 1- strap on back side of A-arm. Must be welded to the SIDE of the frame only. Straps can be 1/4" thick. You may use 1 loop of 3/8" chain around frame and over A-arm. No welding. Not to be excessive with loop of chain as the loop of chain can only be on 1 side of the A-arm!

#### STEERING:

Tie rods, A arms, Ball joints and all other steering / suspension MUST REMAIN STOCK. Steering column may be changed to aftermarket shafts, steering knuckles, homemade steering shafts, etc ARE allowed. May change steering but MUST bolt to factory steering parts. 03 AND NEWER You may swap spindles, a arms ONLY a direct fit, NO homemade parts or brackets. MUST be factory OEM parts from a legal car. MUST run factory rack and pinion steering.

#### ENGINE MOUNTING:

Engine mounts may be welded to engine cradle. Engine must be mounted in stock location. You may use a front lower engine cradle mount to mount your engine. Motor mount pads may have one bolt hole in cross member and 8" of weld on frame, MUST be a flat plate NO wider than 8" x 3/8 inch thick, (plate may not wrap frame MUST sit on top and be between cradle bolts. This plate is for you to weld your lower mount to).

NO full cradle will be allowed!!!

Use motor and tranny of choice, 03 and NEWER MUST use factory aluminum cross member. Motor MUST be in stock location. You may chain or weld motor and tranny to keep in place (don't strengthen the frame). You MUST use a factory cross member or a 2" X 2" tubing welded to frame with nothing else added for mounting transmission. 03 and NEWER MUST use factory aluminum cross member. NO shaping of cross members and NO using cross member as a gusset!! This can be out of another car. Tranny cross members must mount in factory location for the car only! NO Tranny Braces, NO steel bells

or steel tail housings.

You may have 2-3/8" chains from the motor head to frame and you may weld 1 link of chain to top of frame under motor only next to A-arm on front side of motor.

Fenders:

You may cut wheel wells for tire clearance. Fenders may also be bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender.

For safety, \*\* Hardtop cars may have a 4 inch wide strap welded at the door post to the roof. You MUST have 2 bars, wires or chains in windshield from roof to dash for safety reasons.

Misc.:

You can run shifter through floor and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump – must be hooked up to your ignition switch – so when your car shuts off – it shuts off.

You are allowed 2 spots with 4 loops of wire in each window opening and may go to the frame. No welding washers around holes on car body. You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8 chain/cable in 1 spot only. This must go around the frame, this CAN NOT be bolted to the frame.

NO Distributor cap protectors or Full cradles!! YOU are allowed a distributor clamp, front lower cradle and pulley protector, sway bar must NOT be in contact with pulley protector at anytime. Gas tank protector are allowed, no wider than 24 inches, must be at least 2" away from rear sheet metal. It must

run straight back from rear seat bar in center of car and must be 4" off the floor. Gas tank can't be connected to protector unless gas tank is mounted to top of protector and not to floor. Protector must be free floating- NOT connected to anything but back bar! Aftermarket gas pedal and brake pedals are allowed as long as not used to re-enforce car!!!! Must be mounted to cage or body. Not to frame or used as a gusset to reinforce the car in any way.

No frame shaping except to beating in the sides only of rear arches over tires. Nothing else.

Body shaping is allowed but NO double rolling of body lines. No bolting, welding, wiring, etc of body lines. Trunk can be dished but MUST be 6" off the floor.

You must have 2 bars or wires from roof to dash in windshield for safety. Window bars can only be 3 inches wide with 5 inches on roof and 5 inches on dash.

Sliding Drive shafts ARE allowed along with a pinion brake. Pinion Brake can only have 1 strap welded to rear end tubes on each side but must be welded next to center carrier only!! No gussets off straps!!

Cold bending of frames will be allowed, YOU MAY NOT plate where you cold bent frame!

You may cut off front frame rails, but the factory body mount bracket/hole in frame must be there completely. No relocating any part of frame, suspension, body mounts, etc.

Body creasing is allowed, no double rolling of creases. Trunks can be dished but must be able to see inside trunk area completely.

#### RUST REPAIR & FRAME REPAIR:

You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 3/16 inch or less. You are allowed to weld the patch 2 inches past the rusted out area, leave the rust in place.

Re-stubbing of frames must be same make/model. 70's to 70's, 80's to 80's, etc. Gm to Gm, Mopar to Mopar, etc. NO IMP SUBS, No caddy frames or stubs under NON Caddy cars!!!!!! You will be allowed to butt weld the frame together then wrap the frame where welded with a 1 inch wide 1/8th inch strap completely around the weld. No cutting of frame or frame seams and re-weld frame in place as a repair!!! Must be behind tranny cross member.

Bent frames only may be repaired with 4" X 6" - 1/4" thick flat plate. You are only allowed 6 plates total on driver's and 6 total of Passenger's side of car. This counts for the front and rear of car together. The plates may be welded solid and can be rolled over to 2 side to the frame but must remain flat with no shaping of plates. You must have a 1/2 inch hole in the patch. You can only repair the frame once in each place. No re-patching or layering of patches. Plates must have a 1" space between plates. If you are found with a plate on a NON-BENT area, you'll have to cut all repair plates off in order to run event.

Be fair to us. It's driver's responsibility to show inspectors the bend in the frame!

No repairs at the events! You must repair after event and then run another event. Fresh cars will be allowed 2- repair plates to start . 2 plates on each side of the car total.

8 lug rear ends are allowed.

Remember if it don't say you can do it then don't. Call first with any questions: Josh @ (507)440-0085. IF NO ANSWER LEAVE A MESSAGE. NO MESSAGE NO CALL BACK.