

Germantown Fair Spring Derby

May 4th, 2024

\$10.00 Gate Fee

\$50.00 Entry Fee

- Big Car
- Mini Car
- Vans
- Power Wheels

Light Weld Large Car Rules

1. Any stock automobile 1970 and newer NO hearses
2. Cars are to be stripped clean without debris in them as well.
3. Fire suites are highly recommended and must have working seat belts.

🌟 Engine, transmission & rear end. (drivetrain areas)

1. Any Engine and drivetrain can be used in any car.
2. You may run a simple lower cradle and pulley protector only. By simpler lower cradle I mean it must bolt to the engine bosses on the side of the block and must not go any further back than the mounting area there. It may bolt to the front of the engine and the heads but that's it. It cannot proceed to go backward towards the carburetor or have header flanges tied into it. The pulley protector must not be tied into or have contact with the sway bar at any time before the derby. You also cannot manipulate the swap bar or pulley protector after inspections, or it will be an automatic DQ, and no refunds will be given.
3. You will be allowed a steel or aluminum bell housing, but it must be only bolted to the pump bolts and that's it. This is more of a safety concern because of what happens when bell housings bust. Everything else remains factory on the transmission including the tail housing.
4. Any rear end may be used; it can be braced but cannot reinforce the body or frame in any way. All bracing components must be 3 inches off any frame rail (fresh or pre-run).
5. You may run an aftermarket polyurethane engine mount that can also be welded in. BMS style mounts are perfect, nothing extreme or it'll be cut.
6. You may run a ratchet strap, 9 wire, or use any factory mount to mount the trans.

7. A single piece of 2x2 tubing or the factory cross member is to be used for a transmission cross member. If you're using 2x2 it must go straight across. You may weld a piece of 3x3 angle 6 inches long to the mid rail to mount the cross member too. This angle must be behind the factory cross member mount within 6 inches of it.
8. You may run the aftermarket shifter, gas pedal, and brake pedal as long as it does not strengthen the car. This cannot be tied into the boxes or cage in any way.
9. You may have a fan-style trans cooler/oil cooler as long as it doesn't strengthen the car.
10. You may cut the firewall out for clearance issues but leave the trans tunnel.
11. Any wheel and tire. Beadlocks are ok. However, if you're running a solid tire and it comes apart you will be disqualified.
12. Slider driveshaft is recommended.

Cage

1. You can have a 4-bar cage, door bars are to be no bigger than the 2x8, they must be 6 inches from any part of the firewall and no further back than 12 inches past the rear door post towards the center of the car. The cage should be 6 inches off of any floor pan, firewall, or trans tunnel. The roll bar goes straight up and over, 2x6 is the max size on it as well.
2. You may have a 28-inch-wide gas tank protector, upright halos off of it are ok but bars must go straight forward to the tank pro or rear bar. Nothing to the roll bar. GTP is there to be pushed into the sheet metal only, no tacks, bolts, or pins through any of it or it'll be removed.
3. You will be allowed two 3-inch-wide ratchet straps around the side door bars, through the floor pan, and around the frame. These straps can only be within 12 inches forward or behind the cross-member mount. (1 strap on each side, around the cage).
4. Center bars are ok to mount shifters and accessories.

Frame, Bumpers & Suspension

1. You may pitch only 80-02 Ford Products. Pitch by cutting 3 tabs loose (front top and back) and single-weld them back up. No added metal!

2. Amish, BMS, and Burnett's Fab Bumpers are all Legal. Any homemade pointy must have a 30-inch spread with a 12-inch point measured from the flat backside area of the bumper.
3. You may also run a square tubing back bumper as well, same rule it must be capped on the ends and have no sharp edges. No smaller than 2x6 and no bigger than 4x6 (once again trying to make it easier and cheaper for everyone)
4. If you're running an 80 and up car you may only mount your bumpers this way. You may have an 8-inch long 3-inch tall 1/4-inch thick plate either on the top side or out the outside from the back of your bumper. This plate must stay only that size and cannot be manipulated. Same for the rear bumper, you may use those brackets to set the angle of the rear bumper as well.
5. If you are running an old iron car you may run the factory bumper bracket for that year, make and model but only weld the first 8 inches of the bracket to the rail. Same for the rear bumper.
6. You may put a piece of 2x2 1/4 plate on the front OR back side of your a-arm to get ride height, that's one plate per side NOT 4 total. You may also use twist-ins if you prefer those. Factory coil springs for that make and model car.
7. At the end of the frame, you may cap it off with a 6x6 1/4 plate to give you a flat surface to weld the bumper too.
8. I will have a measurement of each car between the rails on the inside (radiator support area). Whatever the factory measurement is for that car you may be 1 inch less. (That's a 1/2 pull on each side)
9. You may cut the original front tab off the frame at the core support to re-position it to let the all-thread hole line up, but you must put the entire tab back on and use it. You may weld the top and both sides but nothing more than what the factory did (leave the gaps or you will blow them out). 2x2 tubing spacer, no taller than 8 inches. No smaller gussets welded from it going to the bumper or anywhere else. Weld it to the tab on the frame and the body. If you choose to not move that tab then you may still re-weld it. (I will have the measurement from the front of the spring pocket forward to the back of the bumper by tomorrow. 03 and up I'll have a measurement for them as well.
10. A arms and spindles may be swapped but must stay stock and not manipulated. No plates spindles or any aftermarket hubs. NLR-style oversized nuts are ok. You cannot weld the old-style wishbone between the coil spring pockets, leave it out if it doesn't come factory.
11. Any tie rods.

12. No hydraulic steering or aftermarket racks. 03 and up must use the original racks for those cars.
13. The sway bar can be bolted with no bigger than a 1/2 bolt to the lower a arm. No welding anywhere.
14. 22" hump plates are allowed, and you may crease them from the rear body mount behind the tire to the mount in front. 1 inch deep.
15. If you're running a 98 and up and choose to run the watts suspension you may not change the control arms from factory ones.
16. Watts link swaps are allowed with toast, ztr style mounts. 2-piece design (lower brackets no bigger than 6 inches welded to the rail). 2x2 control arms on any rear suspension.
17. You may run solid shocks in the rear for ride height. You CAN NOT run solid shocks in the front, either use what's factory or remove it.
18. Rear end of choice and it can be braces. However, that brace must be 3 inches off any pre-run or fresh frame rail.
19. bumpers no higher than 21 inches to the bottom. frame rails no lower than 15 inches fresh or pre ran, bumpers no lower than 16 inches. We will not let wedge cars run, no questions asked!
20. No welding on the frame other than what's stated.
21. Fresh or pre-run cars may have a total of 6 - 4x4 1/4 plates these plates must stay a square 4x4 and must have a 1-inch gap in the welds. You may fold them into a Teepee for the boxes but that's the only two that may be manipulated.
22. You may simply or notch any part of the frame you choose.
23. No chains or cables anywhere in the car or around a suspension component.
24. Factory-style ball joints, no screws or aftermarket stuff. Something you can buy over the counter at an auto parts store for that make and model car.
25. Cars with leaves in the rear must stay factory leaves, shackles, and clamps. Must be arched the way they come from the factory. (No flat leaves)
26. 03 and above cars may not tilt.
27. 03 and up must use a simple bolt-in cradle similar to SMW. NOTHING WILL BE WELDED TO THE RAILS.
28. Strut risers are ok with the 03 and up cars.

29. 2"x12" 1/4" Flat Bracket to mount Bumper (must be on the outside of frame)

Body

1. You may bolt your hoods down within 6 spots with no bigger than 1 in bolts or 2x2 angle welded to the fender and hood. 6-inch long max welded to the fenders and hood. You are welcome to use wire or chain if you don't choose to bolt it. Your core support will count as two of your hood downs.
2. Mandatory front windshield bar 3x 1/4 flat bar or something in its place but no bigger. Run 1 or 2 is fine but can only be welded to the roof 6 inches and the cowl 4 inches past the front windshield edge.
3. You may weld your trunk lid shut with two 3x6 1/8 plates per seam. Two 10 x 10 holes cut in the trunk lid. The same goes for station wagons.
4. Rear quarters and pillars can be creased but don't get too extreme, no pre-bending and welding of the frame back up where it's folded, and we can tell if a car has been pre-ran or not. No squeezing of rear quarters, and no sheet metal is to be over or flush with the rear rails.
5. Front fenders may be creased as well.
6. You can bolt your fenders together with 6- 3/8 bolts per wheel. No seam welding anywhere!
7. You may change the body mounts out to a 1/2 bolt, bolt through the top side of the frame only. Must have 1 1-inch gap between body and frame. Solid spacers are ok but must remain floating. A 3-inch max washer inside the body, 2x3 washer on the top side of the frame are ok.
8. Hoods may have 6 hold downs; your core support mount will count as 2 of those. 3/4 bolt or angle welded to the fender and hood: 6-inch long max on the angle.
9. Radiators must remain in the original spot; you may run a factory condenser or a 1/4 radiator guard. I'll have measurements for the size on those today, bolted in 4 spots with 1/2 bolts. No welding anywhere on those.
10. Drivers' doors may be plated solid with a 3/16 full door plate, outside only. No inside door plates!
11. Doors may be welded with 16 - 3x6 1/8-inch straps on the passenger side and 6 pieces on the driver's side if your driver's door is welded solid. If you choose to not weld it solid, then you may have only 16 on that side as well.

12. Rear window bars are ok, 2x2 or 3x1/2 flat bar. 6x6 pad on the roof to mount it, 6x6 pad on the trunk lid speaker deck area to mount the bottom. Must be within 3 inches of the edge of the trunk lid. The window bar must be 4 inches away from any tank protector.

All INSPECTORS DECISIONS ARE FINAL!!!

IF YOU COME OVER BUILT YOU WILL BE LOADED!!

Contact Chuck Bradbury (606-584-5510) for any questions!!

Mini Car Rules

Basic rules

1. Any front-wheel drive car with a wheelbase no bigger than 110in. Any rear-wheel drive car with no bigger than a 108 in wheelbase. All years are ok as well as AMC's.
2. No factory 4WD vehicles or full frame from factory cars (unibody only)
3. Motor swaps are allowed for 4 and 6cyl cars only. no added material to make that swap possible (read cradle rules in frame section). NO CRADLE SWAPS
4. The car must be clean of trash, bumper covers, headlights, and taillights (bulbs included) must be removed as well. This will be enforced this year, especially for all outside body parts.
5. You may run a shifter, gas or brake pedals, and oil/trans cooler. (No added strength to the body and frame or it will be removed)
6. Drivers must have a valid driver's license or be 16 with their parents' signature.
7. Must have a helmet and eye protection, highly suggest a fire suit!!!
8. PLEASE TAKE TIME to secure your gas tank and battery, if you can't then you will not run.
9. No car will be running that's leaking fuel or deemed unsafe.
10. You must have a working seatbelt.
11. Judges' decisions are final!

We would really like to see drivers in fire suits or at least fire jackets, a cheap way to save your life.

Cage

1. You can have a 4-point cage, door bars are to be no bigger than 2x8, and front and rear bars no bigger than 4x4. Door bars, rear bar, and dash bar must be 4 inches off any floor pan.
2. Your door bars must be no further back than 10 inches from the door post, that goes for the back seat bar as well. (This will be highly checked this year so if you got to cut it then you didn't read this rule).
3. The tank protector is to be no wider than 28 inches. You may have an upright on each side of it with two bars going directly forward covering the sides of the tank. A horizontal bar from the top of the protector to your roll bar is fine (2x2 material). It must be a minimum of 3 inches away from the rear window bar fresh or pre-ran it doesn't matter. (Don't key fit in with tubing, this will be another thing highlight checked so if you're asked to cut it completely out don't be mad).
4. NO KICKERS OR DOWNLEGS ANYWHERE, if you show up and are caught with kickers off the dash bar you will not be given the option to cut, it goes on the trailer. Do not use your steering column or battery box as one either so pay attention when you're building it.
5. Door bars, dash bar, rear bar, and tank protector must be 4 inches away from and floor pan or anything to strengthen the car. The only thing that can be against the sheet metal is the back of the tank protector and the bottom of the tank pro may rest on the floor pans. Don't weld, bolt, or pin it to anything.
6. If your batteries, steering column, trans cooler, or anything acts as a kicker/pin/ gusset it will be removed.
7. The roll bar must go straight up and over. You may bolt it with 2- ½ bolts to the roof only, no bigger than a 4x4 plate for those mounting spots no bigger than 2x6 on the roll bar. The roll bar must be 5 inches off any floor pan.

Body

1. You may crease any outer panel on the body but NO WEDGE CARS! Pre-bending is ok but don't get crazy!
2. Doors and trunks can be welded every 6 inches and then skip 6 inches of 3x1/8 material. Must be all individual pieces but the driver's door can be welded solidly and a door plate if desired. The door plate can overlap the front fender and rear door 3 inches and is to be no thicker than 3/16 material. (scared of getting hit in the door I'm permitting you to plate the entire door)!

3. A 10x10 hole must be cut in the trunk lid if we can't see in it.
4. To mount the hood, you can have 4 - 3-inch-long pieces of 2x2 angle welded to the fenders with a 1/2 bolt through it to hold the hood down. If you'd rather use bolts, you can have 6 locations with 5/8 bolts holding it down. IT MUST be a factory mini car hood. 10 3/8 bolts max in the hood. (No self-tappers anywhere on the car)
5. The windshield bar is too big, no bigger than 2x2 tubing or 3-inch 3/8 flat bar. It may not be used as any kind of kicker or lock anything it to the cage or it will be cut out.
6. The rear bar can be 2x2 1/4 tubing or a 3-inch wide 3/8 flat bar it cannot go to the roll bar no matter how you do it or try to configure it. 4 inches welded to the roof; it must go at the rear window area in the center of the car. No cutting a hole in the roof and running it through there. It also must be mounted at the speaker deck trunk lid area in the center of the car. You may have a 5x5 1/4 plate for it to set on and weld to. If you cut the speaker deck out and move the trunk back it still doesn't matter, must be where the factory location is. If it isn't it will be removed!! Keep it away from the tank protector as well. There must be a 3-inch gap between them. Hatchback cars may only be 3 inches on the top side and the bottom of the hatch.
7. You can have a center bar for shifters or accessories, but it must meet the same rules as all other cage components.
8. No wire, straps, cable, or anything from cage to body.
9. Absolutely no self-tapping screws in the body or frame, or bolts, or rivets, nothing.
10. 6 - 3/8 bolts per wheel tub (24 bolts for the entire car)

Frame/Bumpers

1. No frame creasing or frame manipulating, sub-frame as well. Don't fill in holes, don't crease a frame then add weld. If we catch something hidden in the frame or on the outside or subframe it's automatic dq. If we find anything inside the frame you will load your car.
2. You may have 6 - 4x4 patch plates anywhere you want them, any way you want them but cannot be used as a kicker or to tie into the cage in any way. No diamond plates, no angle iron, it must stay a 4x4 plate.
3. You may cut the crush point out of the car, the car can cut back to the core support but no further DO NOT ALTER / BUILD OR RE-ENFORCE the core support. If you did it last year and we didn't catch it then take it as you got it, however this year you will not. Measurements will be pulled from the front of the strut towers. If you must repair the upper core support, it must be 2 inches wide and 1/8 thick material. Only the upper

core support will be able to be repaired. All other parts of the core support must be stocked.

4. No seam welding of any kind on the frame, body, or subframe. Automatic dq.
5. Rust repair I must get detailed pictures and it will be minimal.
6. At your core support you can change that body mount out with 3/4 all thread that can go through the hood and bumper shock if you choose for it too. You cannot add any kind of tubing such as spacers or pins. The only way it should go through a piece of tubing is if your shock is on the inside. (This is counted as one of your hood bolts).
7. front bumper shock You may have a 10-inch-long bumper shock no bigger than 3x3 square tubing or round stock, it can be mounted any way you like it, but you can only have 1 piece on each side. If you choose not to do 3x3 you can have a flat 2-inch x 1/4 plate on the outside of the frame 10 inches long. Choose one of the three options.
8. For the rear bumper it must be mounted directly to the frame with factory shock for that core or weld a 6x6 plate to cap the frame off and weld the bumper to it.
9. No pins or plating on the frame or it will be an AUTOMATIC DQ!
10. You may have a piece of tubing 2x2 NO BIGGER THEN 2 inches welded to the side of the frame for your strut to rest on HOWEVER no patch plate can touch this piece of tubing. It must be at least 2 inches away or it will be removed completely!!
11. If you choose to run the factory shock it must be for that year, make, and model car. You can only weld the first 10 inches of it, no bolting it either.
12. Remember your bumper shock starts at the back of your bumper, the bumper cannot be manipulated to slip over a frame rail to get the shock further back.
13. FRONT bumpers are to be no bigger than 4x8 tubing and no smaller than 4x4 and have no bigger than an 8-inch point measuring from the back side and with a 30-inch spread. The ends must be capped and no sharp points. DEC, Brian's machine shop, Burnett's fab, Burton, and smith style bumpers are all ok. Must be square tubing or weld-together kits.
14. REAR bumpers you can have a piece of tubing no smaller than 2x4 3/16 and no bigger than 4x6 3/16 if it's smaller or bigger don't waste your time it will be cut off! Cap the ends and make sure it's not a safety concern, THIS WILL BE HIGHLY CHECKED!!!
15. Bumpers can have a 6x6 1/4 mounting pad welded to the end of the frame of the bumper to be welded to (capping the ends).

Suspension / Drivetrain

1. You may run homemade struts on the front and rear or welded/braced struts.
2. Any wheel and tire combo / if running foam is filled and it becomes a safety issue you may be disqualified.
3. You may re-enforce your tie rods.
4. Leaf spring cars must run factory leafs and factory shackles and clamps. No questions asked, no patching floor pans in mounting areas, no connecting to the cage or rear bumper. If the shackles are rusted, you get a 3x3 plate 1/8 thick with 2 1/8-inch tabs 1x2 in size to make a new one. Leafs cannot be compressed and made flat, must have a factory arch.
5. If you are in a rear-wheel drive You may run a braced rear end, the rear end brace must be 4 inches away from anybody or the frame component. (fresh or pre-ran)
6. Absolutely no solid axles for FWD cars, you may only reinforce for control arms and all must be single control arms resembling the factory styles. 2x2 control arms and rear hubs must be the factory for that make and model car.
7. If you are running a rear-wheel drive, you may run solid shocks in the rear for ride height. A 3/4-inch all-thread is fine and must not be tied into anything or be used for anything more than solid suspension.
8. Only RWD cars can have a piece of 2x2 - 3 inches long welded to the bottom of the frame to mount the sway bar. The sway bar can be bolted solid to the lower a-frame NOT WELDED! If you use this mount, you must run the sway bar the correct way and it cannot be welded anywhere else.
9. Only RWD cars can have a lower cradle and pulley pro, it must have a 2-inch gap before the derby starts and cannot be altered or anything added at the derby, or it will be an automatic DQ! The lower cradle cannot be any wider than the engine block, with no backplates, steel bells, or anything like that LOWER CRADLE AND PP only! The cradle cannot add strength to the frame in any way! If the pulley protector is tied into the sway bar one will have to be removed.
10. Engine mounts can be aftermarket no bigger than 3x3 pads for RWD and no bigger than 2x2 tubing for the FWD cars. If it's made to strengthen the car it will be cut off.
11. You may run the one-piece Camry engine/header mounts.
12. You may convert and car to a carb
13. Header protectors are ok but must not connect to anything else such as factory strut bars or anything else. (Other than the Camry one-piece engine mount).
14. Radiators must remain in the factory location, with no added coolers.

15. Radiator guards are permitted, however, the way they're being mounted depends on whether you get to run or not. This is the only way you can run them. 4 - 1/2 bolts total are mounted in the core support (I'll have the exact measurements for w bodies and Camrys) but they need to mount to the factory core support only. No welding anywhere. If you must replace your factory core support, then you do not get a radiator guard. More details to come are on how this will be able to be mounted.

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