

Harris Speedway

80's & Newer Derby Rules

MOST IMPORTANT RULES

1. CHEATING WILL GET YOU LOADED-PLATES THAT ARE HIDDEN; FRAME WELDS NOT STATED IN RULES; PINNING OF FRAME RAILS; HIDDEN TRANS BRACES.

2. 1977 and newer gm

1979 and newer fords

1980 and newer Chryslers

AMERICAN MADE SEDANS OR STATION WAGONS (PASSENGER CARS) ONLY. NO HEARSEs, EL CAMINOS, LIMOUSINES, FLOWER CARS.

3. NO PAINTING OF INNER OR OUTER FRAMES. IF OFFICIALS CAN'T VISIBLY TECH THE INNER AND OUTER FRAME-DUE TO PAINT-CAR WILL NOT BE TECHED.

4. OFFICIALS DECISIONS ARE FINAL.

FENDERS / ¼ PANELS

1. (4) ½" MAX BOLTS PER FENDER / ¼ PANEL WITH ½" MAX STORE BOUGHT WASHERS.

2. 4 BOLTS, 8 WASHER, 4 NUTS PER FENDER / ¼ PANEL, THROUGH SHEET METAL ONLY.

3. NO ADDED BRACKETS OR NEW FACTORY BOLT LOCATIONS.

4. IF REPLACING FACTORY BOLTS, USE NOTHING LARGER THAN 3/8" BOLTS/WASHERS/NUTS.

5. MAY CREASE/PACK/PRE-DENT REAR QUARTERS AND FENDERS, BUT NO WELDING OR DOUBLING.

6. IF YOU USE LARGER BOLTS AND WASHERS, YOU LOSE THE BOLTS AND WASHERS.

7. QUARTERS MUST REMAIN UPRIGHT. NO WEDGING

HOOD

1. 6 TOTAL ATTACHMENT POINTS.

2. MAY USE 1" ALL THREAD THROUGH THE FRONT 2 BODY MOUNTS (RAD SUPPORT MOUNTING HOLES), THIS COUNTS AS 2 ATTACHMENT POINTS. THE OTHER 4 MUST BE SHEET METAL TO SHEET METAL WITH NO LARGER THAN A 5/8" X 5" LONG BOLT.

3. ALL HOOD WASHERS NOT TO EXCEED 4" X 4" X 1/4", FLAT OR ANGLE.

4. (14) 3/8" BOLTS/NUTS/WASHERS MAY BE USED TO SECURE WEBBING PER HEADER OPENING ON HOODS.

5. HOOD HINGES MUST REMAIN FACTORY OR BE REMOVED.

ROOF

1. NO SEAM WELDING OR BOLTING UNLESS SPECIFIED. PATCHING IS ALLOWED WITH FACTORY THICKNESS AUTOMOBILE SHEET METAL

DOORS

1. 5" ON 5" OFF WELDING ON ALL EXTERIOR DOOR SEAMS. MUST BE INDIVIDUAL 5x5x1/4 plates. (If you have a pre ran cdp car 6 on 6 off you will be fine)

2. MAY REINFORCE DRIVERS AND PASSENGER FRONT DOORS ON THE INSIDE OR OUTSIDE, NO MORE THAN 3" PAST DOOR SEAMS. NO THICKER THAN 1/4" STEEL.

TRUNK

1. 5" ON 5" OFF WELDING ON EXTERIOR TRUNK SEAM. MUST BE INDIVIDUAL 5"X5"X1/4" PLATES.

2. SPEAKER DECK CAN BE REMOVED.

3. 12" HOLE IN THE TOP CENTER OF THE TRUNK LID. IF WE CAN'T SEE BEHIND THE WHEELS OR ABOVE THE REAR FRAME RAILS, YOU'LL BE ASKED TO CUT ANOTHER HOLE-YOU WON'T LIKE.

4. MAY BE DISHED IN THE CENTER FOR VISIBILITY.

5. TRUNK MUST REMAIN IN FACTORY LOCATION. CAN'T BE SLID FORWARD OR BACKWARDS. NO MORE THAN 4" OF TRUNK ATTACHEMENT ON PACKAGE TRAY.

RUST

1. RUSTED AREA MUST BE REMOVED, 1/2" OVERLAP FROM NEW METAL TO OLD METAL, NEW RUST PATCHES MAY NOT OVERLAP. YOU MUST BUT WELD, USING YOUR STITCH WELD. DON'T STAGGER THE WELDS ON TWO PATCHES TO HAVE ONE CONTINUOUS WELD BETWEEN TWO PATCHES.

2. NEW METAL NOT TO EXCEED FACTORY THICKNESS.

3. MUST BE WELDED 1" ON 1" OFF-ABUSE IT, YOU'LL LOSE IT-ZERO TOLERANCE.

FLOOR PAN

1. ALL RUST REPAIR STATED IN RUST SECTION APPLIES.

BODY MOUNTS

1. REPLACE WITH 5/8" MAX SIZE BOLTS 5" MAX IN LENGTH. (TOP SIDE FRAME TO BODY).

2. 4" X 4" X 1/4" FREE FLOATING WASHERS MAY BE USED TO SECURE THE BODY TO THE FRAME.

3. MUST HAVE 1" MINIMUM FREE FLOATING INDIVIDUAL SPACERS BETWEEN THE BODY AND FRAME. 3" X 1/4" MAX ROUND OR SQUARE TUBING. NO ADDED BODY MOUNTS. YOU MAY NOT RELOCATE ANY OF THE FACTORY BODY MOUNTS.

4. IF YOU CHANGE THE MOUNT YOU MUST MAINTAIN THE 1" GAP.

WINDOWS

1. TWO 3" X 1/4" FLAT WINDOW BARS IN THE FRONT WINDOW ONLY.

2. REAR WINDOW BAR CAN BE NO LARGER THAN 2x2 SQUARE TUBING.

3. 3" OF ATTACHMENT ON TOP AND BOTTOM.

4. WINDOW BAR MOUNTED WITHIN 3" OF WINDOW OPENING. 3" ON ROOF AND 3" ON TRUNK.

5. WINDOW BAR MUST BE CENTERED WITHIN THE REAR WINDOW OPENING.

CORE SUPPORT

1. FILL THE OPENING IN FRONT OF RADIATOR WITH 1/4" MAX STORE BOUGHT EXPANDED METAL OR 1/8" RAD GUARD. MUST REMAIN WITHIN THE CORE SUPPORT BODY MOUNTS. MAY ONLY BE BOLTED WITH (8) 1/2" BOLTS MAX.

2. SPACERS CAN'T EXCEED 3X3 TUBING. CORE SUPPORT SPACERS MAY BE WELDED TO FRAME AND BOTTOM OF CORE SUPPORT.

3. NO SEAM WELDING ON THE CORE SUPPORT.

INTERIOR CAGE

1. 4 POINT CAGE, 6" MAX MATERIAL, WITH 2 STRAIGHT UP AND DOWN - DOWN LEGS-3" MAX.

2. DOWN LEGS CAN BE WELDED TO THE TOP SIDE OF THE FRAME ONLY.

3. DASH BAR MUST BE 6" FROM THE FIREWALL AND/OR TRANS TUNNEL.

4. REAR SEAT BAR NO FURTHER BACK THAN THE KICK PANEL, 6" OFF FLOOR.
5. MAY HAVE CENTER BAR 3" MAX AND 6" FROM ALL SHEET METAL.
6. 32" WIDE GAS TANK PROTECTOR; 6" MAX; NO GAP NEEDED. DO NOT ATTACH THE GAS TANK PROTECTOR TO ANY PART OF THE CAR. A SIMPLE GTP HALO CAN BE ATTACHED TO THE HALO UPRIGHTS. GTP HALO CAN'T BE ANY HIGHER THAN 6" ABOVE THE ACTUAL GAS TANK.
7. ROLL BAR, 6" MAX MATERIAL, STRAIGHT UP-STRAIGHT ACROSS AND NO FURTHER BACK THAN THE KICK PANEL. IF WELDING TO THE FLOOR, THIS COUNTS AS YOUR 2 DOWN BARS. MOUNTING TAILS COMING OFF OF ROLL BAR CAN ONLY BE 6" IN LENGTH – 2 TOTAL.
8. INNER CAGE CORNERS MAY BE GUSSETED.
9. NO KICKERS!
10. DOOR BARS CAN'T BE ANY FURTHER FORWARD THAN THE INSIDE OF THE FIREWALL OR ANY FURTHER BACK THAN THE REAR KICK PANEL.
11. ALL CAGE MATERIAL INCLUDING DOWN LEGS MUST REMAIN INSIDE THE PASSENGER COMPARTMENT. YOU MAY NOT MANIPULATE THE FIREWALL TO GET YOUR DOWN LEG OUT FURTHER ON THE FRONT FRAME. DOWN LEG SHOULD BE PARALLEL WITH FIREWALL BODY MOUNT HOLES ON FRAME. * THIS IS YOUR WARNING! IF DOWN LEG IS PAST THE FIREWALL BODY MOUNT HOLES ON THE FRAME YOU LOSE THE DOWN LEG IN IT'S ENTIRETY. THIS RULE IS SPECIFIC TO FOMOCO AND GM CARS. THE DOWN LEGS AREN'T KICKERS OR MEANT TO BE KICKERS.

COMPONENTS (Gas Pedal, Brake Pedal, Shifter, Battery Box, Trans Cooler, Gas Tank)

1. NO COMPONENTS MAY STRENGTHEN THE CAR AT ANY TIME
2. COMPONENTS MUST BE FASTENED TO SHEET METAL OR CAGE ONLY

FRAME

1. YOU MAY WELD 1", STORE BOUGHT ROUND GALVANIZED WASHERS, OVER EACH BODY MOUNT HOLE.
2. NO PATCHING RUST. SEE RULE #5
3. NO FRAME CLIPPING or STUBBING PERIOD.
4. FRONT FRAME MAY BE SHORTENED TO THE FRONT EDGE OF THE RADIATOR

SUPPORT MOUNTING HOLE. NO SHORTENING OF REAR FRAMES PERIOD.

CADILLACS MUST REMAIN 18" LONG FROM THE FORWARD MOST EDGE OF THE SPRING POCKET.

5. FRAME REPAIR CAN ONLY TAKE PLACE AFTER A CONVERSATION WITH AN ICP OFFICIAL. PICS FOR PROOF OF RUST AND REPAIR MUST BE SUBMITTED PRIOR TO EVENT.

FRONT FRAME

1. YOU MAY SEAM WELD THE TOP FRAME SEAM FROM THE FIREWALL FORWARD. TOP FRAME SEAMS ONLY, NO BRACKETS OF ANY KIND OR VERTICAL WELDS ON ENGINE CRADLE WILL BE PERMITTED TO BE WELDED.

2. DO NOT PAINT WELDS OR ANY PART OF FRAME AS STATED IN GENERAL RULES.

REAR FRAME

1. YOU MAY WELD A 6" X 22" X 3/8" HUMP PLATE TO THE OUTSIDE (TIRE SIDE) FRAME HUMP. ** THIS RULE IS FOR COIL SPRING CARS ONLY WITH THE EXCEPTION OF LEAF SPRING CHRYSLER PRODUCT UNI-BODY CARS. METRIC GM AND CHRYSLER UNIBODY CARS MAY HAVE A 32"X1/4" THICK CONTOURED HUMP PLATE CENTERED ON THE HUMP. ALL HUMP PLATES MUST BE ON THE TIRE SIDE OF THE FRAME OR UNI-BODY. GM WAGONS AND FULL FRAME CHRYSLER CARS CAN HAVE A 6" X 12" X 3/8" HUMP PLATE ON THE TIRE SIDE OF THE REAR HUMP.

2. NO SHORTENING OF THE REAR FRAME RAILS.

BUMPERS

1. FRONT BUMPER MAY BE FACTORY LOADED OR HOMEMADE, BUT MUST NOT EXCEED 14" FROM THE CENTER POINT TO THE BACK SIDE, WHERE BUMPER MOUNTS TO FRAME OR SHOCK MOUNTS. NO POINTS BIGGER THAN AN AMISH POINTY.

2. THIS IS THE ONLY BUMPER BRACKET RULE FOR ALL CARS EXCEPT METRIC/MID SIZE GM, CHRYSLER CARS, and 2003 + CARS (SEE 03 + SECTION FOR CLARIFICATION). YOU GET 26" OF TOTAL BUMPER BRACKET PER SIDE OF CAR TO BE USED ON THE FRONT AND BACK OF THE CAR. YOU GET ONE VERTICLE CUT ON THIS 26" BRACKET. YOUR BRACKET CAN'T GO ANY FURTHER BACK THAN THE FORWARD MOST PART OF THE FRONT A-ARM MOUNTING BRACKET AND MUST

START AT THE BACK OF THE BUMPER WHERE BUMPER MEETS THE FRAME.

EXAMPLE: IF YOU USE 18" FOR YOUR FRONT BUMPER BRACKET YOU ONLY GET 8" FOR YOUR REAR BUMPER BRACKET OR VICE VERSA. BRACKET CAN BE 3/8" THICK AND NO WIDER THAN 4".

3. WHEN MOUNTING THE BUMPER, YOU MAY SQUARE THE END OF THE FRAME, BUT MUST LEAVE THE BODY MOUNT HOLE OPEN AND VISIBLE ON THE BOTTOM OF THE FRAME.

4. METRIC/MID SIZE GM AND CHRYSLER CARS CAN HAVE A FRONT BUMPER BRACKET FROM BACK OF BUMPER TO THE FORWARD MOST PART OF THE A-ARM MOUNTING BRACKET. BRACKET CAN BE 3/8" THICK AND NO WIDER THAN 4".

5. BUMPER BRACKETS MUST BE MOUNTED ON ANY OUTER SIDE OF FRAME RAIL AND REMAIN 4" IN WIDTH. NOTHING MAY BE ATTACHED TO THE INSIDE OF THE FRAME. BRACKET MAY NOT BE FOLDED OVER TO TOUCH 2 SIDES OF THE FRAME. IT CAN ONLY BE ON ATTACHED ON 1 SIDE OF THE FRAM.

6. BUMPER BRACKETS MAY BE WELDED SOLID AND/OR PLUG WELDED.

7. MAXIMUM FRONT BUMPER HEIGHT, 22" FROM THE BOTTOM OF THE BUMPER SKIN TO THE GROUND.

8. METRIC/MID SIZE GM AND CHRYSLER CARS REAR BUMPER MAY BE MOUNTED USING A 14" LONG BY 4" WIDE BY 1/4" THICK STEEL PLATE WELDED TO ANY SIDE OF THE REAR FRAME RAIL OR UNIBODY. CAN ONLY WELD 14" OF THE BRACKET PERIOD.

9. REAR BUMPERS CAN BE FACTORY LOADED REAR BUMPERS OR HOMEMADE REAR BUMPERS. NO POINTY BUMPERS ON REAR OF CAR.

10. ALL COMPONENTS MAY BE WELDED SOLID.

11. MINIMUM REAR BUMPER HEIGHT, 14" FROM THE BOTTOM OF THE BUMPER SKIN TO THE GROUND.

12. ALL BUMPER BRACKETS BOTH FRONT AND BACK MUST START BY TOUCHING THE BUMPER AND MEASURED BACK FROM THERE.

13. NO WEDGE OR KNIFE EDGE BUMPERS PERIOD. NO CHROME SKIN OVER A WEDGE OR KNIFE BUMPER. IF YOUR BUMPER TURNS INTO A WEDGE OR KNIFE BUMPER DURING THE DERBY YOU WILL BE DISQUALIFIED.

14. BOTH FRONT AND BACK BUMPERS MUST BE MOUNTED TO THE END OF THE FRAME OR UNIBODY. THEY CAN'T BE RECESSED OVER THE FRAME OR UNIBODY.

15. BUMPER (FRONT OR BACK) CAN'T BE MORE THAN 8" IN HEIGHT AND WIDTH. ALL OTHER BUMPER RULES LISTED ABOVE STILL APPLY.

FRONT SUSPENSION/STEERING

1. ANY FACTORY OEM SPINDLES SWAPS. MAY BE REINFORCED.

2. NO AFTERMARKET OR GM LIFT SPINDLES.

3. CENTER LINK MUST REMAIN FACTORY OEM BUT CAN BE REINFORCED.

4. AFTERMARKET TIE RODS ARE PERMITTED.

5. AFTERMARKET BALL JOINTS ARE PERMITTED. ONLY WELDING PERMITTED IS TO WELD IN BALL JOINT SLEEVES. SCREW-IN BALL JOINT SLEEVE CAN BE WELDED INTO A PIECE OF 3X3X1/4" SQUARE TUBING. TUBING CAN'T BE MORE THAN 3" IN LENGTH AND CAN ONLY BE WELDED TO THE UPPER A-ARM.

6. FACTORY OEM UPPER AND LOWER A-ARMS MUST REMAIN FACTORY AND BE MOUNTED IN FACTORY MANNER.

7. 1" ALL-THREAD PERMITTED IN PLACE OF SHOCKS. MUST RUN THROUGH FACTORY **SHOCK HOLE.**

8. A SINGLE FACTORY OEM COIL SPRING PER SIDE IS PERMITTED, NO AFTERMARKET/HOMEMADE COILS. NO ADDED METAL IN COIL SPRING POCKETS. ONLY THING PERMITTED IN COIL SPRING POCKETS WILL BE COIL SPRING ITSELF.

9. SWAY BARS MUST BE MOUNTED IN FACTORY WORKING MANNER, TOP AND BOTTOM, USING ALL FACTORY RUBBER COMPONENTS. NO WELDING OF SWAY BAR OR MOUNTING BRACKETS ANYWHERE.

10. FRONT SUSPENSION CAN BE SOLID. YOU MAY ONLY WELD (1) 2X4X1/4" PLATE TO THE FRONT AND BACK SIDE OF THE A-ARM TO GAIN HEIGHT AND LOCK SUSPENSION.

11. AFTERMARKET STEERING COLUMNS ARE PERMITTED.

12. NO HYDRO OR AFTERMARKET RAM TYPE STEERING SETUPS.

REAR SUSPENSION

1. FACTORY OEM UPPER AND LOWER TRAILING ARMS MAY BE REINFORCED OR 2X2X1/4 SQUARE TUBING.

2. UPPER AND LOWER TRAILING MUST MOUNT IN FACTORY LOCATION AND MANNER ON THE TOP AND BOTTOM. NO AFTERMARKET MOUNTING BRACKETS PERMITTED.
3. (4) TOTAL TRAILING ARMS PER CAR. (2) UPPER AND (2) LOWER.
4. COIL SPRING CARS MAY USE WATTS LINK CONVERSION. UPPER BRACKETS MUST BE 2 SEPARATE BRACKETS NO LARGER THAN 6"X12"X3/8". THEY MAY ONLY BE ATTACHED WITH (4) 5/8 (2 1/2" LONG) BOLTS. LOWER TRAILING ARM MOUNTING BRACKETS MAY ONLY BE 4" LONG 3"X3"X1/4" SQUARE TUBING WELDED TO THE FRAME. 1" BEAD OF WELD PER SIDE.
5. REAR COIL SWAPS ARE PERMITTED. THIS MEANS YOU CAN SWAP FACTORY COIL WITH A HEAVIER TYPE COIL.
6. 1" ALL THREAD SHOCKS ARE PERMITTED IN FACTORY SHOCK LOCATION.
7. CHAIN/CABLE/9 WIRE MAY BE USED TO HOLD COILS SPRINGS IN BUT MUST RUN THROUGH THE COIL SPRING TOWER AND AROUND THE REAR END ONLY NOTHING WELDED. NO OTHER REAREND CHAINS WILL BE PERMITTED.
8. LEAF SPRINGS MUST REMAIN IN STOCK LOCATION. 7 LEAFS MAX WITH 2" STAIRSTEP. NO THICKER THAN 3/8". 4 AFTERMARKET CLAMPS PER SIDE (2"X4"X1/4" MAX WITH NO LARGER THAN 1/2" BOLTS)

DRIVE TRAIN

1. ALL AFTERMARKET PARTS LISTED HERE ARE WHAT IS ACCEPTABLE, THERE ARE NO ACCEPTABLE GRAY AREAS. THESE ARE THE AFTERMARKET PARTS YOU MAY USE WHEN MOUNTING YOUR DRIVE TRAIN.
2. ENGINE MAY BE MOUNTED USING A LOWER CRADLE WITH A FRONT PLATE AND PULLEY PROTECTOR.
3. THE ENGINE MUST BE MOUNTED TO THE ENGINE K FRAME USING RUBBER OEM FRAME MOUNTS OR SIMILAR AFTERMARKET FRAME MOUNTS WITH RUBBER BUSHING. THESE MOUNTS MUST REMAIN WORKING, NO PINNING RUBBER MOUNTS OR RUNNING SOLID MOUNTS. THEY MUST BE MOUNTED WITHIN 2" OF THE FACTORY FRAME MOTOR MOUNTS. YOU CAN PLATE THE TOP OF THE K FRAME FOR MOTOR MOUNT HEIGHT 3/8 MAX. MUST BE (2) SEPARATE PLATES. THESE PLATES CAN'T TIE INTO THE FRAME RAILS OR ANY SUSPENSION MOUNTING BRACKETS. NO PLATES IN THE CENTER OF THE K FRAME.

4. YOU MAY HAVE ONE 3/8" X 18" LONG CHAIN PER SIDE WELDED FROM THE LOWER ENGINE CRADLE OR FRONT PLATE TO THE FRAME. 2 CHAIN LINKS MAX, WELDED TO THE FRAME. IF YOU WELD MORE THAN 2 LINKS YOU LOSE THE CHAIN. NO OVERSIZED 3/8 CHAIN LINKS.
5. ABSOLUTELY NO DISTRIBUTOR PROTECTORS, MID-PLATES, HEADER PROTECTORS, OR BREATHER PROTECTORS.
6. NOTHING IS TO BE MOUNTED BETWEEN THE ENGINE AND TRANSMISSION. NOTHING IS TO BE BETWEEN THE FIREWALL OR TRANS TUNNEL BUT AIR.
7. FACTORY OEM OIL PAN MAY BE REINFORCED.
8. FACTORY OEM TRANSMISSION PAN MAY BE REINFORCED.
9. NO AFTERMARKET TRANSMISSION PANS.
- [10.NO](#) TRANSMISSION BRACING OF ANY KIND.
- 11.MAY USE STEEL OR ALUMINUM BOLT ON BELLHOUSING. MAY USE STEEL OR AFTERMARKET BOLT ON TAILSHAFT. NOTHING CAN TIE THE BELL AND TAIL TOGETHER.
- 12.TRANSMISSION MOUNT MUST BE RUBBER OR POLY AND MOUNT IN FACTORY MOUNTING LOCATION.
- 13.CROSSMEMBER MUST MOUNT IN FACTORY LOCATION USING OEM CROSS MEMBER OR 2" BOX TUBING-MOUNTED ON 3" X 3"x1/4" ANGLE IRON, 5" LONG, AND A TOTAL OF 5" OF ATTACHMENT WELDED TO THE INSIDE OF THE FRAME RAIL. CROSSMEMBER MUST RUN STRAIGHT ACROSS.
- 14.SLIDER DRIVESHAFTS ARE PERMITTED.
- 15.DRIVELINE BRAKES ARE PERMITTED.
- 16.AFTERMARKET REARENDS ARE PERMITTED. ALL BRACING IS TO REMAIN WITHIN THE WIDTH OF THE RIMS AND CANNOT COME IN CONTACT OF THE FRAME AT ANY TIME.
- 17.MUST HAVE WORKING BRAKES.
- 18.ALL TIRES ARE PERMITTED. NO SOLIDS OR FOAM FILLED WILL BE PERMITTED.
- 19.AFTERMARKET SHIFTERS, GAS PEDALS, BRAKE PEDALS, TRANSMISSION/OIL COOLERS, BATTERY BOXES, ARE PERMITTED.

SPECIFIC TO 1980-2002 FORD - LINCOLN – MERCURY and METRIC GM

1. YOU MAY TILT FRONT IN ONE SPOT ONLY IN THE MANNER LISTED BELOW. NO TILTING A-ARM FORWARD.

2. YOU MAY CUT OUTSIDE FLAPS AND SEAMS AT CRUSH BOX, TILT THE FRONT FRAME AND RE-WELD THE FLAPS AND SEAMS. THIS WILL BE THE ONLY MEANS ACCEPTED PERIOD.