

# Burns Derby Rules 2021

---

Open to any full size car, station wagon and 1967-73 stock imperials. NO hearses, ambulances, commercial vehicles or pre 1967 Imperials. See Imperial rules.

## **Section 1 General areana/pit rules**

- Harney county Fair Grounds is a non-smoking facility, No Smoking on the grounds!
- Absolutely no alcohol or intoxicating substance in the pit area prior to or during the event, Any Driver or Pit members signed in under the car found to be under the influence of drugs or alcohol will disqualify the car for the remainder of the event.
- The Harney County Fairgrounds and event staff are not responsible for lost or stolen items.
- All drivers must present a valid driver's license or learners permit and sign a release of liability waiver; participants 15-18 years of age must have a parent or guardian sign the entry form and release of liability waiver.
- No one under the age of 15 will be allowed in the pit area after 5:00 PM till the event is over.
- Cars must be towed or trailered to the event and must be removed from the grounds after the event.
- Upon Registration there will be a \$50.00 fee; this covers the entry for the car, driver and one pit member. Additional pit passes are \$20.00 each. Pit members must sign a release of liability waiver.
- There will be 2 car heats, a powderpuff, a truck heat, and the main event. All cars that participate in a heat or the powder puff are eligible to return for the main event. The car qualifies not the driver i.e. a puff car can be driven in the main by a male driver as long as he has signed the waiver and entry form and must be declared upon registration. Women **can** drive in the main event if they choose to do so. Trucks will not be permitted in the main event.
- Heat assignments will be determined at the time of the event either by draw, order of inspection, or officials choice and will be run in the following order; Powder Puff, Heat 1, Heat 2, Trucks, followed by the Main event. (subject to change)
- No one is allowed in the arena area during the event. Only officials will be allowed to be on the arena side of the fence during the events. At the conclusion of the Truck heat there will be a 30 minute intermission to prep the arena for the main event.
- Drivers must stay in the car/truck until the heat is over or the event has been stopped by officials.
- Only one person will be in the car when participating in the event.
- Drivers must have an approved full faced helmet. NO bicycle, football or half helmets allowed.
- A seat belt must be worn. ( see seatbelt section)
- Drivers may do a HANDS-OFF inspection of other cars.

- No intentional hitting of the driver's door the judge's decision is final.
- In the event of a roll over, the event will be stopped until the vehicle is upright. Roll-over cars will not be allowed to continue. If the vehicle is flopped on its side it will be the judge's discretion if the vehicle is safe to continue. If a car is disqualified in any heat for any reason it is allowed to advance to the main event if the officials deem it safe to do so.
- All drivers will stop in case of fire, roll-over, or other emergencies. Drivers must remain in the car unless declaring themselves out of the competition. Driver's decision to shut off motor under these circumstances unless directed otherwise by an official.
- No radio or cell phone communication allowed in the arena.
- Flags will be up during the main event until drivers take them self out of competition. If you break your flag you cannot reenter the action. If you break your stick or waive your flag in a heat you are automatically out and forfeit your placement if there are still other cars on a timer. i.e. if there are three competitors remaining in action and you break your stick you will default to third place if there are four you default to fourth and so on
- All cars must be in continual action, cars cannot be out of action for 3 minutes or you will be told to pull your flag. Cars must make a hit every 3 minutes or be disqualified, meaning unassisted contact in forward or revers under power. Rocking back and forth is not considered a hit. NO SANDBAGGING
- Any car or driver the officials deem to be unsafe or a hazard will be ordered to stop and take their selves out of competition. A car will not be allowed to compete if the judge's find it to be unsafe prior to a heat or the main event.
- Most aggressive Driver will be determined by all officials and event staff!
- Judge's decisions are final

## **Section 2 Car Preparation**

- (a) All glass must be removed.
- (b) Flammable materials inside the car must be removed. Trunks must be free from any debris. As well, the inside of the doors must be clear of all glass and debris. All light covers/bulbs, side mirrors, hubcaps, grills, side chrome, plastic, door handles and pot metal must be removed.
- (c) All trailer hitches, related brackets, reinforcements and hardware will be completely removed.
- (d) You must have a number sign securely mounted to the roof and numbers must be clearly visible and contrasting colors to the car. Numbers must be a minimum of 18 inches in height.
- (e) Radiator must be in the stock location and used. No added coolant reservoirs. Looped lines will be permitted in the main event.
- (f) Cars must have a minimum of two working hydraulic brakes.
- (g) You must have either an air cleaner or suitable flame arrestor. A large hole must be cut in the hood, at least 12" in diameter, must be put in the hood for fire extinguisher access. Header holes are acceptable for fire access holes if large enough judge's decision final. No alternative starting methods i.e. stating fluid etc....
- (h) Any tire may be used. Doubled and forklifts are ok. Valve stem protection is permitted.
- (i) Transmission coolers other than stock, if used must be relocated inside the vehicle. Transmission coolers and all hoses must be leak proof. (Recommend covering lines)
- (j) Exhaust pipe must be cut in front on the rear axle. You may use upright headers.
- (k) Any rear end may be used as long as is OEM to A car. No ¾ ton truck rear ends.

## **Section 3 Fuel Systems**

- (a) Stock fuel tanks must be removed or have a 6 inch hole knocked in it at the lowest point.
- (b) Gas tanks must be a safe container and made of steel. Example: boat tank, saddle tank or fabricated tanks, and must be approved by an official. NO PLASTIC tanks or jerry cans. Gas tanks must be bolted and/or chained solid to car body and must not connect to the frame. Tanks must be capped with a leak proof cap and placed directly & securely behind the driver area or in the center of the rear seat area.

Tank must be mounted inside of the frame rails of the car. If a vent tube is used it must extend out of the passenger compartment.

(c) Gas lines and fittings must be leak proof. (No exceptions!) Electric fuel pumps are optional. If an electric fuel pump is used, you must have an on/off switch that is positioned so that up is on and off is down. The switch must be easily visible and "off" must be clearly marked.

## **Section 4 Batteries**

(a) Batteries must be removed from engine area and relocated inside of vehicle and placed in a securely mounted approved battery box, placed in the passenger floor area. . Battery box must be of metal construction, and securely fastened to the floor. In **NO** way may it be connected/bolted to the frame. All batteries must be covered with rubber (inner tube) to protect the driver. **No** wooden boxes or plastic milk crates.

(b) Two (2) batteries maximum

(c) Switches or wires used for powering off the car must be within reach of the driver while harnessed in. Switches need to be clearly marked on/off and orientated where up is on and down is off.

## **Section 5 Safety Bracing**

(a) A front cross brace may be installed above the steering column from window post to window post if dashboard is removed (in the former position of the dashboard). It must be made of a minimum 2" pipe or square tubing with minimum of 1/8" wall thickness and be securely fastened into position. The dash bar in no way may touch or be bolted to the frame of the vehicle. If a 2 piece brace is used, it must be securely fastened so that it cannot collapse. (Welded or minimum 3/4" bolt)

(b) A rear cross brace must be installed from door inner skin to door inner skin, as close to the door post (B pillar) as possible, and at least halfway up from the floor. It must be made of a minimum 2" pipe or square tubing, with plates welded on the ends. The end plates may not extend more than 12" past cross bar (towards rear of car). The cross brace must be securely attached! Either bolted to door skins with minimum of two 3/4" bolts per side, or welded to the B pillar, or both. If the cross brace is collapsible, it must be pinned with a 3/4" bolt (minimum) or welded so it can't rotate or collapse.

(c) Both front doors may be reinforced with a minimum 6" wide, 3/16" thick channel iron, or a Grader blade. The side iron must not be more than 6' in length and must begin ahead of the front door seam and be no more than 6" in front of the front door seam. Door bars may not extend over the edge of the wheel well openings. The iron must be bolted with a minimum of three (3) bolts (3/4" min) that extend through the inner panels. Backing plates (washers) must be used and must be a minimum of 4" x 4" x

3/16" thick on both front and rear ends of the door bars. The front bolt must be located through the A pillar/electrical knockout, at least one other bolt must go through the plate connected to the rear cross bar. The ends of the side irons must be cut at a 45-degree angle. If your door bar comes off during the derby you will be disqualified.

(d) Inside cages/door bars will be held to the same standards as the above. With the exception that the cross bars can be welded to the door bars to create a 4 point cage. It must be securely fastened by bolting through the door with a minimum of three (3) bolts (3/4" min) that extend through the inner panels. Backing plates (washers) must be used and must be a minimum of 4" x 4" x 3/16" thick on both front and rear ends of the door bars, and or welding the door bars to the door skins and A and B pillars, if welding to the pillars and door skins a minimum of 4 (four), 2 inch weld per side.

(e) Uprights may be used. They must be bolted in with a minimum of an 8" x 8" x 1/8" plate between the roof skin and the pipe and the floor board and the pipe using a minimum 3/8" bolt and a maximum of 1". The uprights must not attach to the frame or window bars in any manner. Drivers side upright must be padded at head level.

## **Section 6 Seat and Seat Belts**

(a) Approved safety harnesses or functioning OEM belts are mandatory. No ratchet straps, wire, or rope!!! They must be mounted to stock mounts or have a 2" minimum flat washer where it is mounted through the sheet metal. Lap belts are acceptable!

(b) Seat can be OEM stock of any make/model car. A headrest is recommended.

(c) No fiberglass/plastic racing style seats.

## **Section 7 Building, Welding & Securing**

THERE WILL BE NO OTHER WELDING OTHER THAN WHAT IS STATED BELOW. IF YOU HAVE A QUESTION ABOUT WELDING, PLEASE CALL THE HEAD TECH OFFICIAL!! IF WELDING IS FOUND ON THE FRAME OR SHEETMETAL THAT IS NOT SPECIFIED BELOW, YOU WILL BE ASKED TO CUT OR LEAVE!

(a) You May weld the frame seams from the A-arms forward. 1/2 inch wide welds max!!! Absolutely no added metal.

(b) Doors: You may fully weld driver's door and stitch weld other doors. (4" on 4" off) You may use filler no larger than 2" w X 1/8" thick or 3/8" re-bar or equivalent no more than 4" long. If chaining the doors shut, you may use chain no larger than 1/2". You may wrap chain from roof to upper window well, as well as two wrap per door on the lower door to floor of car. (These may go around frame, highly recommended on passenger door)

(c) Trunk lids, tailgates and hoods must be secured shut with bolts, chains or welds as follows:

(i) Hoods can be bolted in a maximum of 6 places other than stock, in which only 2 may go to the frame. (Drilled or welded to side or top of frame) Bolt size must be a minimum of 5/8" and a maximum of 1". MAX plate size is 6" x 6". Bolts must not exceed 4" above the vehicle surface. HOODS MUST BE OPENED FOR TECH!! (or have a large enough hole for full inspection)

(ii) Chains must be a minimum 1/4" & maximum of 1/2" welded type. A bolt no smaller than 5/16" & maximum of 1/2", with washers, must connect the chains.

(iii) Trunks may be stitch welded 4" on 4" off; you may use filler no larger than 2"w X 1/8" thick or 3/8" re-bar or equivalent no more than 4" long. You may add 4 bolts of which only 2 may go to the frame or through the floor pan of the trunk. If bolting, plate size cannot exceed 6"x6". All thread (1" max) may go through frame or be welded to the side of the frame. Cars must have an inspection hole in the trunk. (Speaker deck will count as inspection holes if speakers are removed)

(d) Bumper swaps are allowed, however you must use factory hardware (brackets/shocks) {one shock or one bracket per corner not a combination of both} these pieces must be OEM original to any make of car. Bumpers and hardware can be from any make of car. NO homemade bracketry and NO homemade bumpers! Any questions....call tech.

(e) Front and rear bumpers may be welded solid. (I.e.-bumper to bumper shock, shock to bracket and bracket to frame) No extra metal. Bumper shock itself may be collapsed and welded. No added material.

(f) Bumpers (front and rear) may be welded directly to the frame. No added metal other than filler material.

(g) You may weld outer skin to inner structure of bumper.

(h) You may weld in engine straps, Maximum of 2 x 2" x1/4" flat plate; straps (like cradles) may not be welded to the frame rails.

## **Section 8 repairing damaged cars.**

Use your best judgment, if you think it's too much it probably is.

Frame repairs: you may repair damaged frame with no more than 1/4" thick plate not to exceed 2" on either end of the damaged area. You may not plate top or bottom of repair only inner and outer frame, limited to 1 foot of repair per frame rail. Photos will help your case here. Inspector has the final call and you may be asked to cut it if it's deemed excessive.

## **Section 9 Misc Can & Can't Do**

(a) You may cut firewall for distributor clearance. You must cover the hole to block fire from getting in the passenger compartment.

(b) You may clamp leaf springs, 3 clamps per leaf. 2"x1/4" MAX, two 3/8" bolts per clamp

(c) Body mounts may be removed. If replacing bolts, you may use bolts/all thread no larger than 3/4", MAX 4"x4"x1/4" washer/plate. Must be able to see inside the frame.

(d) You may re-bolt hood skins. 16 bolts maximum. 3/8" max bolt size. 1" max washer size.

(e) You are allowed 8 3/8" bolts with 1" diameter washers per corner of car. Not in the trunk or hood.

(f) Fire extinguishers are NOT mandatory, although highly recommended. If a fire extinguisher is installed in the vehicle, it must be securely mounted and within drivers reach. We suggest having one in your pit area.

(g) You may chain the humps. You will be allowed 1 wrap of chain. It may go around the rear end 1 time and up through the body and around the frame 1 time and be bolted together. If you don't chain your humps you may run chain from rear rail to rear rail behind the rear humps. 3/8"ths chain max.

(h) You may add 3/4" bolts in place of drain holes in trunk and passenger compartment, washers must not exceed 4"x4"x 1/4" thick.

(i) Engine cradles may be used; they cannot be welded to the frame rails of the car. No halo type protector's, distributor protectors, or transmission protectors.

(j) Window bars shall not exceed 2"x2"x 3/16" angle and must be installed down the center of the windshield from top to bottom. You may install them in a manner of witch the bottom is wider than the top to form an upside down V or 2 vertical. Window bars must be welded or bolted with a minimum of 3/8" and maximum of 1" bolts. No sheet metal screws allowed fastening window bars.

Rear window bars may be added no more than 6" extension on roof and in no way contact the deck lid, trunk bolts, trunk plates or frame. They shall not exceed 2"x2"x 3/16" angle. Max 2 each parallel with roof. Window bar(s) can be welded or bolted with a minimum 3/8" and a maximum of 1" bolts. No sheet metal screws may be used to fasten window bars.

## **Section 10 Stock 1967-73 Imperials**

Sections 1-6 apply to imperials as well. If it is not stated here, then you cannot do it.

(a) Welding of the driver's door and safety cage is the only welding permitted on imperials. Absolutely no welding on the body or frame of the car.

(b) All other doors, trunk lid, and hood must be secured shut with a minimum 1/4" and a maximum of 1/2" chain.

(i) In the hood you may run two bolts at the core support that are drilled through the frame no larger than 1" in diameter. No welding bolts to frame in any manner. And two at the back of the hood to keep it from coming in the driver's compartment these must not go to the frame, sheet metal only.

(ii) Trunks may be secured in 6 spots with chain only.

(c) You may cut firewall for distributor clearance. You must cover the hole to block fire from getting in the passenger compartment.

(d) You may clamp leaf springs, 3 clamps per leaf. 2"x 1/4" MAX, two maximum 1/2" bolts per clamp

(e) You may use any motor and transmission combo.

**For any questions on the rules contact Ed Moulton (541)589-2437**