

BADLY BENT DERBY

2023 MOTOR SWAP FULL SIZE RULES

GENERAL RULES:

1. Any full size hard top automobile permitted. (**NO!!** Chrysler imperials, Hearse or El Caminos).
2. All glass including windshield, side & rear windows, head & taillights must be removed. All exterior chrome moldings, hubcaps, emblems, wiper arms, plastic grilles, outside door handles, bumper covers, and header panels must be removed before entering venue. All carpeting, interior moldings, rear seats, headliner, inner door panels, and all other flammable material must be removed. Dash board is optional. VEHICLE MUST BE SWEPT FREE OF ALL DEBRIS.
3. Stock fuel tanks must be removed. 10 gallon max metal tank/fuel cells must be mounted inside of car behind driver's seat. May use gas tank shelf. MAX WIDTH: 24" wide. Must be attached to rear seat bar. May be mounted tightly to rear packing shelf. Must have a 6" clearance from sides. MUST NOT ATTACH TO ANY OTHER PART OF VEHICLE. CANNOT ATTACH TO FRAME CROSSMEMBERS.
4. Battery must be relocated to the passenger front floor area and secured to the floor.
5. Transmission coolers permitted.
6. Any tire permitted. Round, rubber, and safe. No solid rims. No bead locks. Weld-in centers permitted.
7. Can use 1/8" thick mesh with 4- 3/8" bolts on front of core support. Core support must remain in factory location. No other metal added to the core support in front or behind of radiator or condenser.
8. After-market parts permitted including shifter, steering column, pedals, pinion brake, engine cradle (lower), slider drive shaft, pulley protector NO OTHER ENGINE ARMOUR PERMITTED! NO FRONT OR MID PLATES PERMITTED. Transmission coolers are allowed.

SUSPENSION:

1. No suspension modification permitted. Must remain strictly stock, unless listed below. No aftermarket spindles/ball joints.
2. Control arms may be chained or plated to gain height. May weld two links on frame and 2 links on control arm. If using a plate 3"x3"x1/4" plate welded either to front side or back side of a-arm.
3. No homemade a-arms permitted.
4. Lower trailing arms may be bolted to the frame **ONLY** with 1" of washers between frame and trailing arm max.

5. 98 and up Ford lower control arm factory Ford bracket may be moved to inside of frame for lower arm only.
6. 1" all thread for shocks permitted. No larger than 1" material.

BUMPERS:

1. 1970's and newer car stock bumpers (any OEM bumper with working shocks). No reinforcement. Bumper ends may be trimmed. Aftermarket bumpers permitted.
2. May weld bumper to bumper shocks. Shocks may also be welded. Hard nosing bumper is permitted.
3. Core support must remain in factory location no shortening of mounting.

FRAMES:

1. **NO TILTING PERMITTED!!** No welding on frames permitted except where noted.
2. Pre run cars are allowed 4- 3"x3" x1/4" fix a plates.
3. Lower engine cradle permitted.
4. Rear frame may be dimpled and/or notched.
5. If relocation transmission cross member, 2 pieces of 3" angle iron, 6" wide, or 2" x2" box tubing may be welded to the frame. Sides only. Top must not be welded.

BODY:

1. Sheet metal is to remain in stock position. May tuck trunk. Quarter panels must stay in upright position. No folding over. May be welded in two spots- 3" maximum. Trunk and speaker deck may be dished.
2. Hood must be open for inspection. Hood must remain 100% in stock location. May use six bolts total for hood. If using 1" through core support and frame, you may only use 4 additional 1/2" bolts.
3. Fasten doors with no more than 3 plates, 3"x3" per vertical seam and per horizontal seam. May weld driver's door solid.
4. May weld trunk 6 plates, 3"x3". Sheet metal to sheet metal ONLY!
5. May change body bolts but must retain stock 3" factory body mount rubbers with factory cone spacers or hockey pucks between the body and frame. Body mounts to be 1/2" bolt maximum with on 3"x1/4" plate, top and bottom. Strictly enforced. Plate or washers may not be welded or bolted to frame. You may be asked to remove new body mount bolts to check.
6. 3" spacer under core support maximum. Cannot be welded to support or frame.

CAGE:

1. May run one dash bar and one bar behind seat from post to post 4" maximum pipe or tube. May run door bars to be attached, dash pipe to seat pipe, maximum 4" pipe or tube.
2. Must have a brace coming from firewall to roof for driver's safety.
3. Optional rear bar speaker deck to roof, splitting seam on 6"x6"x1/4" plate, trunk to deck. No square tubing or angle on the trunk.
4. Maximum size of window bar, 2"x1/4" round, square or flat. Must run one front window bar max.
5. Driver's doors must be padded or door panel on.
6. May run 1 halo bar- 4" max-pipe or tube, attached to rear seat bar. CAN NOT BE WELDED TO DOOR OR DOOR POSTS. Recommend to be attached to roof in 2 spots- either two 1/2" bolts with 3"x3"x1/4" max plate on underside of roof or 3" weld.
7. Two 2"x2" down legs are permitted. From cage to sheet metal only!! Do not attach to frame at all.

DRIVE LINE:

1. Any engine may be used. May use any slider shafts. NO distributor protectors or carb protectors. Stock OEM frame and motor mounts only. Motor mounts may be welded solid. Old school style flat plate from frame to motor mount permitted. Pulley protector or sway bar permitted. NOT BOTH.
2. Aftermarket shifter, gas pedal, brake pedal, and pinion brakes permitted.
3. 5 lug braced rear or 8 lug NON-BRACED rear end permitted. No reinforcing tubes. Rear end gears may be welded.
4. Pinion brake permitted.
5. Aftermarket steering allowed. **No** rack and pinion protectors/shields, 2003 and newer Ford must run factory Crown Vic steering.
6. Aftermarket cradles for 2003 and newer must not be welded to frame in anyway. May be bolted to aluminum with no added steel.
7. OEM tie rod ends only. Tie-rod tubes may be re-enforced.

PRE-RANS:

1. See Fix a plate rule above.
2. No excessive tilting when pulling down pre-ran cars. This will be checked to the best of our abilities. Official's decisions are final.

CONTACTS

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