

2026 Unified Full Size Team Rules

1. ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.
2. Any American made car can run with the exception of no 4x4's, ambulance, hearses, trucks, or limousines. All teams will be allowed 1 Chrysler Imperial and 1 03 and newer per team.
3. Pre-Ran cars will be allowed (6) 6" x 6" x 1/8" fix it plates. These plates are allowed anywhere on the frame only and cannot touch any part of the drive train, (motor, cradle, tranny, rear end) body, cage or anything inside the driver compartment. Plates may be manipulated but must remain one piece. You will also be allowed (8) spots of #9 wire. Must be looped from roof to cage, roof to frame, cage to frame, etc. Fresh cars will be allowed their 6 plates from the beginning of the show but may not add. Once your car has 6 plates,that's it. Any extra plate allowance will be determined at officials discretion
4. All drivers must sign the driver's paperwork, or they will not drive in the event.
5. Drivers must wear a seat belt, helmet. A Fire suit/jacket is highly recommended.
6. All Drivers and Crew Members must attend the drivers meeting.
7. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
8. You are given 1 minute to make an aggressive hit. After 1 minute that particular car will be disqualified. You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit. Whether a hit is aggressive or not is at the sole discretion of the officials. If derby is stopped, your minute will reset.
9. No drivers are allowed alcohol - PERIOD. If you are wearing a driver's band and drinking any form of Alcohol - YOU WILL BE DISQUALIFIED.
10. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by our staff only. Everyone else will stay back until cars are deemed to be legal.
11. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
12. Any questions, text or call Tyler Miller (218)-686-7488 or Dustin Anderson (218)-791-9735 a call. If these rules or a phone call to us does not say you can do it THEN DON'T. We can't stress enough to call first.
13. Judges' decisions are FINAL!!! IF THE RULES DO NOT SAY YOU CAN DO IT THEN YOU CAN'T!!!!!!!!!!!!

Car Preparation

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, door handles and interior must be removed from car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered. Boxes can only be attached to either the floor or the cage. NOT Both.

6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
7. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
8. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!

BUMPERS

1. Bumpers may be loaded. May use an Aftermarket replica bumper or a bumper approved by Tyler or Dustin. Do not abuse this rule
2. You may hard nose your bumper right to the frame. Wagons must leave rear bumper in factory position.
3. If using factory shocks and brackets they may not extend past 10" from your bumper. They may be welded solid to frame. All brackets and shocks must touch the bumper.
4. If you choose not to use factory shocks or brackets, you use (2) 10 Inch 2x2 square tube mounted on frame, 1 per side. You may also use (2) 4x10 inch bumper straps on one side of the frame only. 1 per frame rail, 2 straps total. Square tubing and bumpers straps must touch bumper and may not exceed 10" from your bumper. Can only weld 10 inches back from back of bumper to the frame. This covers shocks / bumper straps. May cap the frame to mount your bumper. All bumper brackets must be on the outsides of frame with nothing stuffed inside the frame itself.
5. NO WELDING or Bolting Further than 10" FROM BACK OF BUMPERS FRONT OR REAR. If you have questions about this, please text.
6. Bumpers can be no higher than 21" from the ground to the bottom of the bumper OR lower than 14" from the ground to the bottom of the bumper or lowest part of frame rail if bumper is folded up and over sheet metal.

FRAMES/SUSPENSION

1. You are allowed to tilt frames in anyway, between tranny crossmember and rear of a-arms in one spot only. You will be allowed 14" of continuous single pass weld in same specified area.
2. Imps; Y-frame style cars are allowed to close the Y's.
3. Store bought twist in spring spacers are allowed but no metal allowed above top of spring,. You may kick or change coil springs. Must be factory passenger car springs only.
4. Tie rods may be OEM with factory ends and may weld the factory sleeves with no visible added metal or may use aftermarket tie rods. No homemade tie rods.
5. Factory spindle swaps are ok- Ford to Chevy, etc..
6. You may use factory replacement ball joints with new stock ones. No Aftermarket. No welding. No aftermarket rings.
7. You may change A-arms from new style to old style A-arms. Must bolt on- No welding. You can weld your A-arms down with (2) 2"x4"x¼ inch straps. 2 per a-arm. Can either be on lower or upper arms but not both. Only 2 straps per side.
8. No all-thread shocks

9. No welding, plating, or reinforcing of the frame or suspension.
10. All factory frame holes must be left open.
11. Any reinforcement of the frame found will result in disqualification
12. CORE SUPPORT AND CORE SUPPORT MOUNT MUST REMAIN IN FACTORY LOCATION. You may shorten the front frame up to the front body mount, cannot remove the front body mount.
13. Aftermarket steering columns are ok. No Hydro Steering
14. Rear frame rails may not be shortened.
15. You may use 3/8 chain or wire from your axle to the frame hump. ONE PLACE PER SIDE. NO WELDING. This is the only thing that may hold your rear end in.
16. NO frame shaping. May only dimple or notch out rear rails to aid in getting the rails to role/bend top only.
17. May run doubled springs in rear. This includes coil and leaf spring cars.
18. Leaf spring must remain 100% stock, must be the same springs that are factory for the car you are running, no swapping.

ENGINE AND TRANSMISSION

1. Any engine or transmission may be used in any car, must be mounted within 6" of the original engine. No part of the motor or motor accessories may lock in with any part of the fire wall or cage. NO Aftermarket Cases Allowed!
2. Lower engine cradle with front plate and pulley protector are allowed. Nothing can go past the middle of the block. If using a pulley protector, you MUST remove the sway bar.
3. Cradle cannot go past the center of the engine on the sides. No higher than the valve covers.
4. Factory / Aftermarket basic motor mounts and store-bought transmission mounts are allowed. Transmission Mounts must be factory dimension rubber mount and will be the only option to mount transmission. No Welding or extra bolting allowed.
5. May weld 1 inch spacer on motor mount to raise engine.
6. HOMEMADE gas pedals and shifters are allowed but may not reinforce the car in any way. They may attach to the floor OR the cage, not both and must not come into contact with down bars at anytime during the derby. These are the ONLY 2 attachment points for them.
7. OEM crossmember OR 2"x2" straight piece of square tube. May weld a piece of 3"x3"x4" angle to frame to aid in attaching crossmember only to side rails. Crossmember can be welded to the angle iron only.
8. Can run Aftermarket bellhousings or tail shafts.

REAR END

1. Any rear end allowed. If your rear end has a brace it must be 5" away from the frame.
2. Slider drive shaft is permitted.
3. You may have (5) places per side for leaf spring clamps.
4. Braced stock trailing arms are allowed. They must be factory length to the car being ran with rubber bushings. Aftermarket trailing arms will be allowed, so long as they remain in the stock location.
5. No leaf spring conversions

6. You may use 3/8 chain or wire from your axle around the frame / hump. ONE PLACE PER SIDE. NO WELDING.

BODY

1. No body bolts can be touched besides the ones listed below. Puck Mounts must be 1" min.
2. May change 6 body mounts total that are already in a stock location to 1/2" all thread. All thread may only be 8 inches long. Core support all thread will not count towards total.
3. 2 nuts, 2 washers, 2 flat plates (3x3) to mount your body mounts in each location.
4. No doubling of body panels allowed. No added metal allowed.
5. Doors may be chained/wired or welded, If welded- 3" on 5" off with 3"x1/8" flat strap.
6. May cut and remove any metal out. No relocating sheet metal. No welding on frame.
7. Rust Repair; the only rust repair will be in the interior of the passenger compartment for safety reasons only.
8. Wagons roof, pillars, and quarter panels all must stay 100% intact. Pre-ran wagons may be sedagoned.
9. Body creasing is allowed, must have 2 10" x 10" inspection holes. No welding of seams or creases. No metal may be added.

RADIATOR AND CORE SUPPORT

1. Radiator must be in stock position.
2. Any automotive type of radiator can be used. Aluminum Radiators are LEGAL.
3. DO NOT MOVE CORE SUPPORT.
4. Factory condenser may be bolted in with (6) - 3/8 bolts.
5. Core support spacer must be no bigger than 2"x2" and must be free floating. Meaning cannot be attached to anything. Should be able to slide and move when grabbed. (DO NOT WELD ON ANY PART OF SPACER) If spacer has any weld touching it, it will be cut free. May use nut and washer on top and bottom to suck tight.
6. May change bolts for Core support to (1" threaded rod max). Max of 4 nuts per all thread.
7. (2) 2" flat straps or #9 wire may attach from core support to bumper..

HOODS

1. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. (8) 3/8 bolts total may be used to hold sheet metal together around cut outs in hood.
2. Hoods may be secured by the 2 pieces of all thread in the core support. May use a 3x3 washer to hold the hood down.
3. (8) LOCATIONS of 1" all-thread max attached to fender only, #9 wire, 5/16 chain or angle 2x2x2 inches long weld to top of the hood and fender with a 1/2 bolt per location. Hood bolts can be a max of 12" long, including metal added to weld to. (Only if your hood is aluminum you can weld the angle to the fender under the hood and bolt through your hood.)

TRUNK

1. You may choose ONE of the following options for your (8) attachment points a) (8) attachment point places of #9 wire to sheet metal only. b) (8) 3/8 bolts and washers through the

rain channel. c) angle 2x2x2 inches long weld to top of the trunk and quarter panel with a ½ bolt per location. D) you may weld 8- 3"x3" 1/8" flat strap to hold trunk down.

2. You may weld washers 2 ½ O.D. Max to the sheet metal only for your #9 wire.

3. (2) Locations of 1" thread rod welded to the side of the frame 4" vertically and also continuously on each side 1 (3x3) washer OD & (1) nut per threaded rod, must go through trunk lid.

4. You may have a single 90-degree bend anywhere in your trunk lid.

5. Trunks may be canoed. Trunk seams may not be welded to the quarters unless otherwise specified.

6. You are allowed (6) 3/8" Fender bolts in each fender.

SAFETY CAGES

1. All cars must have a safety cage and rollover bar, the cage is meant for safety not strength. You can not use any part of the cage for reinforcement of the car. All cage material must remain 4" away from any part of the drive train. There is to be nothing attached to or coming off cage or touching the cage other than what is stated in rules. The only metal that will be allowed to come off cage will allowable down bars, halo and the gas tank protector. No added plate or steel whatsoever. If judges feel something is excessive and un-needed, it will be removed or you will not run. If attaching battery box, tranny cooler, fuel pump setup to cage, these items must be a minimum of 4" away from any body mount and down bars and must only attach to sheet metal or cage. NOT BOTH. If there is anything outside of these allowed items, it will be removed or you will not run.

2. A 4-point cage is required. Your cage must have a dash bar that must be 4" from the firewall.

3. Your cage must have a bar behind the driver's seat.

4. You must have a minimum of 3 side bars, 2 for drivers side & 2 for passenger side MAX and they cannot be longer than 60" long and max of 12" from top to bottom. 4" away from the wheel tub.

5. Roll over bar cannot be more than 8" behind the top of the head rest. Rollover bar cannot attach to frame. Weld or bolt it to sheet metal only. Cannot be attached to any body mounts.

6. Rollover bar can be bolted with 2x2x2" angle to the roof, no kickers coming off the cage or rollover bar.

7. The cage can be welded to sheet metal only besides down bars.

8. (4) down posts two (2) per side. Roll over bar counts as 2 if ran to the floor. Must stay behind the front inside door seam and must stay 4" ahead of the rear body mount inside the cab. Can only be welded to the top side of the frame or body, not both.

9. Cage can be made from nothing bigger than 6" material MAX. May stack drivers side door bars ONLY for safety.

10. All down tubes must be at or behind the dash bar, straight up and down and above the side rail.

11. Gas tank protectors 30" wide max. No higher than 4" above the tank. 4" off the floor if mounted to the cage. MUST be a 4" gap between gas tank protector/gas tank and rear package tray which cannot be altered. Gas tank mount may have a halo behind the tank no higher than 4" above the tank. Halo must be vertically straight (up and down). Meaning a 90-degree angle.

12. You may have a door plate outside of the car on drivers side only. Can only extend 3" past the door seam.
13. All down bars / bars / rear bars and halo must be within the 60" door bars. Not in front or behind door bars.
14. Must have (2) 3" x 1/4" flat strap window bars. Cannot re-enforce the car. Bolted Sheet metal to sheet metal only, roof to doghouse.

TIRES

1. Any Tires and wheel combo must have a tire- cannot run just a rim. With the exception of NO split rims or studded tires. Centers and beadlocks/lip protectors allowed.

03 & NEWER RULES

1. 03 & Newer cars will be allowed to run and must follow these following rules along with rest of rules.
2. May swap spindles with old style spindles from a car allowed in this class. No aftermarket fabricated spindles allowed.
3. May swap A-Arms from new style to old style. Bolt on only. No Welding.
4. Spring spacers are allowed but can be no bigger around than the spring itself. Bumper height rules still apply.
5. Must run aluminum cradle. You will be allowed to use a 6" x 6" x 12" x 1/4" angle iron to bolt on the top of the cradle using the top 2 a-arm factory bolt holes. This will be used to create a surface for you to weld your motor mounts to. These cannot attach to each other in any way.
6. Stock racks only. No aftermarket racks allowed.
7. You are allowed Watts conversion kits but must run Watts brackets with stock control arms. Upper brackets must bolt to package tray. No Welding. Must be atleast 1" from frame rails. Lower brackets may be welded to side of frame (not top or bottom) where factory brackets are. All unused brackets must be removed. No gussets allowed on lower brackets.

Everybody needs to read and re-read these rules.

If you are found to be over built for these rules, you will be given 2 options:

A. CUT OR REMOVE ILLEGAL PARTS.

B. LOAD ON TRAILER AND GO HOME.

Either way you will NOT RECEIVE A REFUND.

Questions: Dustin Anderson (218)- 791-9735 or Tyler Miller (218)-686-7488