

2024 Carolina Derby Promotions
Humpty-Dumpty Metric GM
(2 MAN Xtreme Edition)

***** For 2 Man Xtreme only – Drivers side steers and works the shifter. Passenger side gets and works both gas and brake pedals. Mandatory inner or outer door skins or both (1/4" max). All other rules are as follows.**

Do not twist these rules up! Do not overthink these rules! Just read them! If it doesn't say you can, **YOU CAN'T!!!**

GENERAL:

- Any 1978 and newer **METRIC GM ONLY**. No Sedagons. (No 1977 GM A-Body cars, example Chevy Monte Carlos, Pontiac Grand Prix, etc) If you have a question if your car is metric or not, please call.
- ZERO frame forming, shaping or folding unless stated below.
- No make swapping! GM body must be on GM frame.
- Do not paint anywhere on suspension or frame. We will not even inspect your car.
- Cars must be stripped completely. Remove all decking in wagons. Vehicles must be clean of all debris.
- You must have a working seat belt. Lap or shoulder is fine.
- You may remove anything, **NOTHING** can be added!!
- Any tire may be used in this class!

- Any stock wheel can be used in this class. Weld in centers only are allowed (no bead locks or bead protectors). No foam filled tires.
- All cars must have working brakes.

BODY:

- Body mounts and spacers to remain stock and in place except the front two core support bolts. 1" threaded rod all the way through cradle and hood. 3" diameter washers on hood. 4" tall 2" x 2" core support spacer max (square or round).
- You may weld the driver's door all the way around, all other doors may have (2) 3" x 6" x 1/8" plates per door seam to weld them shut from the windows down. From the windows up you may have 4 strands of 9 wire or 3/8" chain. If you choose not to weld then you can have 10 strands of 9 wire to hold doors shut.
- Rust repair is limited. Patched metal must be the same thickness as floor boards or body. Max 1inch overlap to good metal outside rust area. Do not abuse this rule or you will cut!
- No welding of interior body seams.
- You may body crease front and rear quarter panels only. Don't touch the door. Rear Quarters must be upright. Do not squeeze quarters over frame rails.
- You may add 4 – 3/8 bolts per fender with store bought fender washers only to bolt inner and outer fenders together.
- You may run an outside driver's door plate/skin. Can overlap the driver's door seam 3". (1/4" thick max). (Can Weld Solid)

FRAMES:

- **ABSOLUTELY NO WELDING ON FRAMES ALLOWED!** This means ZERO frame seam welding!!!
- Frames must appear completely stock in appearance. No frame shaping unless noted. All factory frame holes must remain open. Absolutely no metal may be added inside frame.

- You may notch or dimple the frame in two location per frame rail. Notch or dimple must be between back of rear humps and back bumper. NO EXCEPTIONS.

- Fresh or Pre Runs: You are allowed 4 plates total. 4" x 4" x 1/4" thick plates only. These plates need to be PAINTED WHITE. No splitting up or dividing to double plate. These plates can be anywhere on frame but can't act as kicker or gusset and can't attach to body.

- You may beat the rear humps only in 3/4". Outside frame only.

SUSPENSION/STEERING:

- No suspension modifications allowed. Must remain strictly stock unless noted.

- You may use 2 twist in spring spacers per side. Must be store bought. You may change springs from make to make.

- You may weld A-arms down 1 strap per side of car (NOT PER SIDE OF A-ARM) 1/4" thick 2" x 4". If welding a-arms down the a-arm must appear stock. Do not deform or alter a-arm. ONLY THE STRAP IS ALLOWED.

- You may run an aftermarket steering column. Steering box must be in factory location. No Hydraulic Steering.

- You may reinforce tie rods but must utilize factory tie rod ends.

- You may use a single strand of #9 wire or one hose clamp to hold coil springs to rear end.

- Reinforced factory or aftermarket/homemade trailing arms (both upper and lower) are OK. Trailing arms may be lengthened or shortened to achieve correct pinion angle. Factory bolt hole sizes must be used in all control arms. 2" x 3" Max.

- You may use spring spacers (twist in style) or different springs. Stock shocks in the front and back. On the back you may use 1 chain on each side from the package tray straight down around the rear end. Car must sit 5" from level. Max Height 21", no lower than 16" to bottom of bumper.

DRIVETRAIN:

- You may run any motor and transmission.
- Engine can have 1/2" lower cradle max with front plate (no mid plate).
- Engine mounts can be aftermarket, ZTR and Brians machine shop style but it must have a polyurethane style mount.
- You may run aftermarket motor mounts. Nothing may add strength to car!
- ABSOLUTELY ZERO PROTECTORS except for Pulley Protectors!! This includes skid plates, distributor protectors, and transmission protectors.
- Pulley Protector is allowed but must remove sway bar.
- Rear end swaps are allowed.
- Any 5 or 8 lug rear end. Rear end may be braced but cannot add ANY strength to frame or body. INSPECTORS HAVE FINAL DECISION, YOU WILL CUT IF IT ADD STRENGTHS TO FRAME OR BODY.
- Floor shifters, headers, and gas pedals are allowed. None may strengthen the car.
- Slip drive shafts and pinion brakes are allowed.
- Stock transmission bells or ultra bell only. No braces or steel bells.. Rubber mount, rachet strap or wire at the crossmember.
- You may have 2- 3/ 8" chains attached from engine to frame cradle. For safety only.
- A maximum of 2" x 2" square tubing may be used for cross member. This cannot strengthen the car in any way! 4" angle iron welded to side frame for crossmember mount. Bolt crossmember in.

DRIVERS COMPARTMENT:

- 4 point cage is highly recommended! 4 inch diameter max, 2" x 6" allowed for door bars. Cage must be 4" off firewall. Cage cannot extend farther than 6" behind driver seat. Only (2) down bars are allowed, 1 per side. Down bars can attach only to floor sheet metal and must be in center of door. Down bars must be completely vertical. Roll over bar is optional but recommended. Can

only be welded to back seat bar or sidebars. Not to the floor! Roll over bars must be completely vertical.

- A windshield bar is mandatory! 1 windshield bar from roof to cowl area. Cannot be welded. Maximum size: 3" wide, 1 / 4" thick. May use #9 wire as well.
- Gas tank and battery must be moved and firmly secured. After market fuel cell or gas tank behind the seat, battery in the passenger floor board. Nothing may be mounted in such a way to strengthen the car. Boat tanks must be securely mounted and properly covered.
- You may have a 32" wide gas tank protector 3" x 3" max tubing. It may butt up to package tray but cannot be bolted or welded to anything. You may have 1 diagonal bar on each side coming off halo or rear bar to gas tank protector but must be below the window bottom opening.

BUMPERS:

- You may use any stock bumper off any car.
- Bumpers may be seam welded and loaded as long as no metal protrudes out.
- You may hardnose front and rear bumper (No shortening past forward most point of rad support mount on front, rear cannot be shortened at all).
- Any of Smith Metal Works (excluding pro class bumper) or DEC bumpers are allowed.
- No shocks may be inside the frame UNLESS it came that way from the factory.
- You may weld bumper brackets in factory location to frame with a single pass only if not hardnosing. We do not want bumper's falling off! (Front and rear)
- Rear bumper brackets must remain stock and in stock location.
- Max bumper Height 21" to bottom of bumper, no lower than 16" to bottom of bumper.
- No adding bumper brackets on outside of frame.

- Instead of factory bumper you may run 4" x 6" x 1/4" wall square tubing for bumper. The 6" side must be vertical. It must be a straight piece, no contours or adding metal. No fabricated bumpers, straight piece of square tubing is all you get. Length of bumper can only be 4" past frame rail on each side, you cannot load the rectangular tubing ends must remain open.

TRUNKS:

- Trunk lid must remain in stock location.
- Trunk lids must have two 10" x 10" holes cut for inspection. You may have two 3" x 4" x 1/4" plates down each quarter panel to weld your truck shut. You may also have one 3" x 4" x 1/4" plate on the speaker deck area and the tail light panel area. Don't get crazy with these it's only to make it easier for you guys. If you'd rather do wire you can have 10 strands total wiring the truck lid down.
- If not Welding: Trunk can be mounted in 6 locations. A piece of 2"x 2" 3inch long angle welded to the trunk and fender with a one 1/2" bolt in it or 6 strands of wire through the fender and trunk but you cannot do both.
- You may dish trunk lid 6 inches from top of quarters, will be measured with a jig from top of quarters to lowest point of trunk lid.
- PRE RUNS: If trunk will not open, a 10 inch hole must appear for inspecting. You may use (4) 3/8inch bolts with 1 1/2inch washers to hold inner and outer trunk lid together.

HOOD:

- Hood must remain in stock location.
- Hood can be closed if does not interfere with inspection.
- A 12 inch hole must appear in hood for fire suppression. (2) 6inch hole's okay. You may use (4) 3/8inch bolts with 1 1/2inch washers to hold inner and outer hood liner together.
- Hoods can be mounted in 6 locations, 2 of those spots will be your core support mounts. The other 4 can be 1 or the other. A piece of 2"x 2" 3inch long angle welded to the hood and fender with a one 1/2" bolt in it or 4 strands of wire through the fender and hood but you cannot do both.

RADIATORS:

- Radiators must be in stock location.
- You may protect the front of the radiator with condenser only! No expanded metal.
- Radiator must hold water. No alcohol or antifreeze allowed.
- No foam filler will be allowed around radiator.
- Transmission cooler are okay but cannot strengthen the body or frame in any way.