**Mobridge Mini Van Class Rules 2024**

**Mini Van Class rules (Single Heat) General:**

1. Any year minivan.

2. Any year mini-SUV/Crossover (NO ½ ton and larger).

3. Any year mini-pickup (NO ½ ton and larger).

\*\*\*Vehicles must be 2wd – remove one driveshaft if 4x4\*\*\*

GENERAL RULES:

1. If the car does not pass inspection or the driver is unwilling to change the car to pass inspection - absolutely no refunds.

2. All rules will be followed, or you will not run!!

3. No tilting/tipping/pitching/pre-bending front frames. If the factory geometry is altered, it stays on the trailer. Pre-rans are at the official's discretion.

4. Any vehicle thought to be unsafe will be disqualified for that heat.

5. Everyone entering the event area is required to sign their own name on the entrance waiver before entering the pits. The person that signs in as the driver- must be the driver for that event!

6. Drivers must wear a seat belt and helmet, along with eye protection.

7. ALL drivers and crewmembers must attend the drivers meeting.

8. DO NOT hit the driver’s door! Sometimes this happens, but if it looks intentional or careless, you will be disqualified. Don’t use your door as a shield; it may cause you to get disqualified.

9. Any open driver’s door, roll over or fire will cause disqualification.

10. NO sandbagging or holding!!! You will be disqualified! You are given 1 minute to make aggressive hits. After 1 minute you are disqualified.

11. No driver or pit crew thought to be under the influence of alcohol or drugs will be allowed to participate, enter or remain in the pit area. No alcohol in the pit area before or during the event! Violation will result in disqualification and forfeiture of entry fees.

12. No hot rodding in the pits.

13. Cars are subject to re-inspection before any prize money is handed out.

14. Any questions give us a call. If it doesn’t say you can do it, don’t do it. Judges' decisions are FINAL.

15. With running such a wide range of vehicles under same set of rules, there may be things not covered for your particular vehicle. These will be handled on a case by case basis and is up to judge’s discretion.

16. No painting or grinding on the frame.

CAR PREP:

1. All cars must be stock, unless modification is stated in the rules. “Stock” means factory stock for that car.

2. All glass, plastic, chrome, and interior must be removed from the car before arriving at the derby. Remove wheel weights.

3. All decking in station wagons must be removed!!!

4. No split rims, No studded tires. No Foam filled or solid tires.

5. Driver must have a non-flammable jacket to wear while driving in event.

6. Driver must have safety approved glasses or a face shield.

7. You can use a radiator or tie your hoses together with a pressure relief valve in it. Radiator must be in stock location. All cars must have working brakes.

8. All trailer hitches and braces must be removed.

9. Original gas tanks must be removed. You must use a boat tank or well-made fuel cell and it must be properly secured and covered. Fuel line must be secured and fastened properly. Keep away from exhaust. Place the fuel cell behind the driver's seat or in the center of the car where the back seat used to be.

10. Transmission coolers will be allowed but must be safe and properly secured.

11. Batteries must be moved to the passenger floorboard close to the center of the car. It must be properly secured and covered.

12. You must have a number in contrasting colors on each front door and must have 15”x 15” roof sign with a car number on it for judging and recognition of car.

CAR BUILDING:

1. No additional welding will be allowed on any part of the body or frame. The only welding allowed is in the below rules. If your car is found with any weld, other than what’s allowed, you will not run.

2. Doors may be chained, wired (4 loops per spot), or bolted in two spots per vertical door seam. If welding doors shut you can weld in two spots per vertical door seem. When welding vertical seams use ⅛ strap no wider or longer than 3”x5”. Drivers door may be welded, chained or wired (4 Loops) shut outside 5” on 5” off no bigger than ⅛ thick and 3”x5” strap material. IF 4 DOOR YOU MAY PUT ONE CHAIN, WIRE (4 LOOPS), OR 3X5 PLATE ALONG THE BOTTOM SEAM PER DOOR. IF YOU ARE RUNNING A TWO DOOR YOU CAN PUT IT ON 2 SPOTS PER DOOR. IT CAN NOT GO AROUND THE FRAME. Not sure call.

3. For driver’s protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X, you may also have a bar across your dash, you may connect the dash bar to bars behind seat across the inside of front door only, you may also weld your steering column in, you can also weld a plate across the driver’s door not to exceed 6 inches past each seam. You may have a roll loop behind the seat, which can be welded to the floor and welded or bolted to the roof – no kickers going to the back or front of the car. Back of the cage, including the roll bar, can only be in front of the spring mount. You will be allowed 2 down bars on the inside on the driver's and passenger’s door going down from the inside cross bar. Down bars must be behind the inside of the front door interior seam or will be cut out. Welded to the floor only, no added metal. Gas tank protectors must be NO wider than 24 inches across the back- 6 inch tall on back with 2 inch gap between all sheet metal around back side of gas tank protector. Tank Protector can only be attached to the back seat bar with nothing attaching up or down to body/frame/ cage.

BUMPERS:

1. You may run one of the following front bumpers.

a. Factory bumper that came with the car.

b. Any OEM car/minivan bumper.

c. One straight piece of open-ended square tube max size 4”x4”x3/16”

2. You may trim bumper ends.

3. Must use factory front bumper bracket that come with the car or the bumper or a 4”x4”x1/4” flat plate. Bumpers may be welded to the bracket. Bumper shocks may be collapsed and welded. Brackets may either be bolted to the side of the frame as they were from factory or may welded, but no welding further than 4"from the back of the bumper, no added metal. Brackets must stay factory length or can be shortened but you CAN’T stretch out brackets to make them longer. Bumper brackets must stay in the factory location, No relocating of brackets.

4. Your other option is to weld bumper directly to frame. You may cut your frame off no less than 1” in front of front body mount. Do not relocate core support or body mount.

5. You may chain or wire your bumper if you want also.

6. Chain or 4 loops of #9 wire may go from bumper to radiator core support in two places.

7. Rear bumper must be stock to vehicle or removed.

HOOD/TRUNKS:

1. Hood must have at least a 12-inch square hole cut out in case of fire. You will be allowed 6 spots to hold the hood down chain, wire (4 loops), or 3/8” max bolts; you MUST have at least 4 spots holding hood down- hood hinges don’t count! Not sure call. Hood fastening points must be sheet metal to sheet metal and not go to frame or engine cross-member. Only exception is the front two on the hood.

2. Trunk lid and Tailgates may be welded (⅛ strap no wider or longer than 3”x5 “), chained, wired (4 loops), or 3/8” max bolts in two spots per trunk seam. There are 4 seams total if you are not sure. The trunk must have a 6 inch wide hole in it for inspection. Bolts may not go to the trunk floor or frame.

3. You are allowed eight 3/8” bolts to bolt your hood skins back together after cutting it. You may use six 3/8” bolts to your trunk skins back together.

4. Hoods and trunk lids must either be in stock location or removed.

BODY MOUNTS:

1. Body mounts must remain stock, No added body mounts allowed! Do not remove any part of the factory body mounts including steel shim that inside rubber mount! Don’t touch them.

2. You may replace the front two body mounts with two 5/8" threaded rod with eight 3" washers and four nuts. Rod may extend through the hood and be used as two of your hood hold downs.

3. If body mounts are missing, you may use 2 loops of #9 wire in their place.

SUSPENSION:

1. Suspension must be stock. No replacement parts other than stock replacement.

2. Rear end suspension must be stock.

3. A-arms, struts, ball joints, and all suspension components remain stock. Do NOT weld, chain, or bolt suspension to raise height.

4. On rear suspension - may run one 3/8” chain, 3/8” cable, or 4 loops of #9 wire per side from rear frame or body to a rear suspension component or rear axle.

5. On front suspension – you may run max of 4 loops of #9 wire from spindle to a-arm to prevent upper ball joint failure, but not to gain extra height.

REAR-END SWAPS

1. You may swap in a different rear-end from another car that is eligible to run in the same class.

2. Mounting points on car must stay the same as factory to the car.

3. No additional mounts may be added.

4. No watts link conversions or leaf spring conversions. Run the same type of suspension that came factory on the car.

5. Slider driveshaft and pinion brake is okay.

6. No additional bracing, stock housing and axles only.

ENGINE/MOUNTING:

1. Use engine of your choice, must be in stock location.

2. No distributor or transmission protectors. No Mid-plates.

3. Lower Cradles allowed but must be attached to factory engine mount with rubber bushing attached to frame.

4. Stock transmission cross-member and mounting.

STEERING:

1. All parts must remain stock.

2. May add a knuckle in factory steering shaft.

FENDERS:

1. You may cut wheel wells for tire clearance. Fenders may also be bolted together with 3/8” bolts or less. 3 bolts per fender. The rear quarter panel is considered part of the rear fender.

MISC:

1. For safety, you must have either 2 bars, 2 wires or 2 chains in the windshield area from roof to dash for safety reasons. No rear window bars. FRONT WINDOW PROTECTION IS REQUIRED.

2. You can run the shifter through the floor or have an aftermarket cable shifter. You may also have a hand throttle or aftermarket throttle pedal.

3. Gas tank protectors are allowed, no wider than 24 inches, must be at least 2” away from rear sheet metal. It must run straight back from rear seat bar in center of car and must be 4” off the floor. Gas tank can’t be connected to protector unless gas tank is mounted to top of protector and not to floor. Protector must be free floating- not connected to anything but back bar!

4. No frame shaping. Frames can be cut/notched.

5. No creasing body panels, rear of cars may be pre-bent slightly. Rear fenders must remain upright. No wedging.

MINI-PICKUP SPECIFIC RULES:

1. You must weld the cab to the box on the side of the box from top of box to bottom of box. Max size of metal 1/8” thick by 4” wide strap.

2. Bolt the back of the cab to the front of the box with eight ½” bolts with max 3” washers.

3. Add four 3/8” chains around frame to tie box to frame.

4. Gas tank mounted in front center of box or inside the cab of extended cab pickups.

5. Box sides and tailgates must remain upright.

RUST REPAIR & FRAME REPAIR:

1. You may repair rusted out floor sheet metal inside the drivers compartment with other sheet metal. Leave the rust in place and repair over it. No other spots may be fixed.

2. If your frame is bent, call and we will see what we can do to allow you to fix without being an advantage.

3. No Re-stubbing of frames

Remember Judges’ decision are final. Questions call/text Cody Zeller 605-848-4891.