

# 2022 Turn Back the Clock Rules

## General Rules

1. Read all rules carefully and follow them! Any questions call Chuck Clark at 614-554-8892. There will be no stretching or bending of any rules or you will either run in the modified class or go home!
2. You must pass inspection within 3 times through or you will not be permitted to run.
3. A 12" x 12" roof sign is mandatory. It can not strengthen the car in anyway.
4. Cars must be stock unless modifications are stated in the rules. Cars must have functioning brakes at all times on at least one axle. No painting of the frames, inside of body of the car, or underneath of the car and inside of the trunk.
5. A helmet, seat belt, and eye protection must be worn at all times on the track.
6. If it doesn't say you can do it, don't do it.
7. Any controversies or protests must be brought up during the drivers meeting. We have the right to reinspect, cut, or drill any car at any time. If you are caught breaking the rules you will forfeit all winnings and/or prizes you are due. If you stretch a rule, you will lose that rule.
8. All airbags, glass, plastic, and interior must be removed before arriving to the event.
9. Any aftermarket parts must be approved by Smash It (Tim at 740-272-1188). You must call and submit pictures for approval. Parts that are not approved before the derby are not permitted to run.
10. No painting of the frames, inside of the body of the car, or underneath of the car and inside of the trunk. This includes overspray. If found with paint within those areas, the car will not even be inspected.
11. All trailer hitches and braces must be removed.
12. Batteries must be moved to the passenger front floorboard. They must be properly secured and covered.
13. Patching and rust repair will be permitted only if cleared by an official.
14. Officials' decisions are final! All cars are subjected to re-inspection at any time.
15. If the car is found to have plate on the frame or body that the rules do not allow the car will not be permitted to run. There will be no option to fix this problem.
16. If you hammer/shape/weld on the frame in any manner not covered in the rules you will not be able to run. There is no fixing this.
17. You have 1 minute to make an aggressive hit. After 1 minute that car is disqualified. That is 1-minute total. An aggressive hit is solely at the discretion of the officials
18. You are not permitted to hit anyone in the driver's door. If you do, you are disqualified. If you use your driver's door to take advantage of this rule, the car that hit you is not disqualified.
19. You may not get out of your car for any reason during the heat until you are out.
20. You are only permitted to have 1 fire in your car. This will result in a disqualification.

21. No sandbagging, teaming, or holding. Any of these will result in a disqualification. You can not pin to win.

**Any American made sedan or station wagon is permitted. Imperials are welcome.**

**FRAME (YOU MAY NOT SHORTEN THE FRAME, BODY, OR UNIBODY)**

1. Trailer hitches and braces must be removed. No plating, pinning, heat treating, stuffing the frame of any kind. No welds on the frame may exceed a single pass 3/8" max. No weave passes or building the weld up is permitted. All unused bolts must be removed from frame. Do not paint frame?
2. You may seam weld the frame from the firewall forward on the top side only with a single bead of weld. No weave passes or excessive welds are permitted.
3. For coil sprung cars you may use a hump plate. They may be 1/4" x 6" x 22" centered in the hump. They will be measured from the top center of the hump and must start no lower than the center of the frame. Hump plates must be at least 2" from rear end housing. On '77 and newer GMs you may use a 1/4" x 6" x 30" hump plate.
4. No frame creasing, hammering, or beating down the top/bottom or sides of the frame in any way is permitted. You can notch or crease the last 12" of the rear frame. This is to help the rear of the car roll, not to strengthen the frame. The top frame seams from the firewall forward may be welded on the top side only with a single bead of weld. No weave passes are permitted. Excessive welds will have to be removed. No welds larger than 3/8" are permitted.
5. If a car has frame damage you must call first to repair it. Frame spacers for the body can be no larger than 3" in diameter and must be 1" tall. These may not weld to the frame in any way.
6. No welding washers, plates, or anything else over the top or inside of the spring pockets. No kickers are permitted
7. Cars may be pitched in 1 spot only.

**BUMPERS**

1. Homemade bumpers are permitted. If you choose to manufacture a homemade bumper it must conform to the following size limits: It can be no larger than 8" x 8". The point must taper over an area of at least 32" wide and can not exceed 12" wide at the tip of the point. The point may only extend out 4" from the flat part of the bumper. If using a factory bumper, it may be loaded or stuffed full.
2. Bumpers may be no lower than 14" and no higher than 22" to the bottom of the bumper. This will be strictly enforced. The rear bumper may be seam welded. No metal may be added to the rear bumper. The rear bumper bracket may not attach to the rear shackle.

3. Bumper shocks and bumper brackets may be welded to the frame. You must use a factory front car type bumper bracket 13" long. The bracket may be welded and/or attached to the frame. You can not bend the bracket over the top or bottom of the frame. You can use a 3/8" X 4" X 13" plate instead of a bumper bracket. That bracket must be on the outside of the frame towards the tire. You can hard nose the front bumper. You may use a 2" x 6" x 1/4" plate to weld the bumper to the frame (1 per mounting point). These plates must be on the side of the frame. They are not permitted on the top or bottom of the frame. On '71-'76 GM wagons you may use 6 of these plates to weld the rear bumper to the body. If using a shock, it must be a factory shock and must be inside of the frame. The brackets must only be on the side of the frame where the factory bracket attaches, not on the top or bottom. If you are using a 13" bumper bracket, you can not have a shock. You are permitted one or the other.
4. On 1980 and newer cars, the front frame may be cut off in front of the front body mount at the core support. The body mount can not be moved in any way.

## **SUSPENSION**

1. Any rear end of choice is permitted. Tie rods may be reinforced. Bead locks may be used no larger than 21" from edge to edge.
2. Upper a-arms may be welded down by folding down the front side and rear side of the upper a-arm and welded to the frame with a 1/4" x 2" x 6" piece of metal on the front and rear side of the upper A-Arms only. The strapping to weld down the upper a-arms can not extend farther than 2" from the upper a-arm in any place. Lower A-Arms may not be welded. You can change out the new style upper A-arms for old style ones. Cars do not have to bounce. Solid suspension is permitted. No other welding of the upper or lower A-arms is permitted.
3. Rear end braces may be used but may not be used to strengthen car in any way.
4. Leaf spring cars may replace broken springs with 5/16" springs. No more than 7 springs are permitted and they must have a 1" stagger and be mounted in the factory location or you can have five 3/8" springs that must be 1" stager and all mains must be on top. You can not move the spring mounting location. You must have a working shackle.
5. Solid shocks are permitted. You may use 1" all thread for shocks. You must use standard nuts.
6. Coil spring cars may use 2" x 2" square tubing for trailing arms. They must be in the factory location. No relocating of the trailing arms is permitted. Leaf spring clamps may be 2" x 3/8" (4 per side).
7. If sway bars are used, factory sway bar brackets must be used on the frame. No welding is permitted. All sway bar components must be bolted.
8. On front coil springs, you can not use any spring spacers on the top of the coil going inside of the frame. You can not have any metal or any other material around, on top of, or in the coil spring inside of the frame.

9. The top edge of the a-arm towards the engine can not be beat down to the frame. They must remain in the factory shape and can not be welded in any way.
10. Coil spring cars may be converted to leaf springs. You are permitted a maximum of 7 springs that are 5/16" or five 3/8" x 2 1/2" springs and they can be no longer than 60" in length. There must be a 1" stagger. The springs can not mount farther forward than the body mount in front of the rear end. The main leaf must be on top of the springs and the rear end must set on top of the main. The front mounting bracket may be 3 1/2" x 5" x 1/4". The rear shackle can be no larger than 1/4" x 5" and must be a working shackle. If you add leaf springs, you can not use a hump plate. The rear bumper bracket can not connect to the shackle (No exceptions).
11. On factory leaf cars spring, they may be moved to the bottom of the frame. The front eye of the spring must be no further forward on the car as the factory spring is mounted. On coil to leaf conversion cars, the front eye of the spring can be no farther forward than the body mount in the front of rear tire.
12. If you do a leaf conversion the factory trailing arms must be removed.

#### **BODY (YOU MAY NOT SHORTEN THE FRAME, BODY, OR UNIBODY)**

1. Body to frame hardware and bushings may be replaced with 5/8 "bolts with 3" top and bottom metal washer. The washers not to exceed 3" x 3". If the body bolts are replaced, there must be a 1" spacing between body and frame (No exceptions). Cars without a space will not be permitted to run. Do not weld the body washers to the floor or frame. All washers must be free floating. Body bolts must start and stop in the factory location and can not run to the bottom of the frame. The bottom of the bolts must be inside of the frame except for the front two body bolts at the core support. These may run through the frame. For inspection, the front body bolt at the core support on passenger side must be removed and replaced after inspection.
2. Doors may be welded all the way around on the outside of the body only with 1/4" x 3" wide strapping. No excessive overlapping of strapping is permitted.
3. Deck lids and tailgates may be welded all the way around using 1/4" x 3" wide pieces of steel. Deck lids and tailgates must be in the original location. Deck lids may be folded down in the trunk. Trunk lids may be dipped along with the speaker deck. Deck lids can be dipped 12". This will be measured from the factory quarter panels to the center of the back of the deck lid and in 2 additional spots. The speaker deck can be removed but the trunk lid can only be welded to the quarter panels and the taillight assembly only. Nothing may be welded inside of trunk. Two (2) 8" x 8" inspection holes must be put in all deck lids within 2" of the trunk strapping and in the center of the side quarter panel strapping. This is mandatory. Deck lids must be factory for the make and model of car (Ex: Ford to Ford, GM to GM). No pre-1980's deck lids on 1980 and newer cars are permitted.
4. The hood may be #9 wired in 8 places or bolted in 6 places. The bolts may be 5/8" in diameter. The front 2 body mounts may extend through the core support and be used as

the front 2 of the 6 hood bolts. You can have a maximum of 1" all thread for the front two body bolts only. You can not sleeve the all thread with anything from the bottom of the core support and above. A 12" hole minimum must be in the hood. The front 2 body bolts must be straight up and down.

5. No x/wire is permitted in the window or door areas. The rear window bars are permitted in sedans only using mild steel strapping 3/8" x 3" and welded 6" on the roof at the window area and 6" welded to the deck lid at window area. There must be a 6" space from the window bar to the gas tank protector. In the front window area, you may use #9 wire from the roof to the firewall in 2 places to protect the driver from hood.
6. You can tuck the center of the trunk but you can not roll the quarters over. The rear quarter panels must stay in the factory location. No wedging of the trunks or the tops of the cars is permitted. On pre-ran cars, you may tuck the deck lid a little to repair body damage. Body creasing is permitted.
7. The core support may not be moved. It must be in the factory position and be in line with the body mount holes in the frame. No welding on the firewall of car is permitted for any reason. No seam welding on body is permitted.
8. A 1/4" x 6" plate may be used on the driver's door only. This must be on the outside of the door and centered and may run from door seam to door seam.
9. No extra brackets or bracing of any type is permitted on the body of the car.
10. You may plate the drivers and passenger front doors with steel from door seam to door seam. This is for added safety for the drivers.

### **CAGE**

1. You may have a cage surrounding the driver's compartment with a roll over bar. The bars can be a maximum of 6". They must be sheet metal to sheet metal only. You may use 10" x 10" x 1/4" plate to attach the bars to sheet metal. On non-package tray cars, the gas tank protector can not go past the center line of the rear end. You may have a rear bar on the gas tank protector that goes from the rear door to the rear door against the wheel tubs to be used as a gas tank protector. The sheet metal can not be removed.
2. The dash bar must be 5" from the center of the firewall. The bar behind the seat can sit no further back than where the kick panel meets the bench seat and must be at least 5" off the floor.
3. The roll over bar must be straight up and down. No angling is permitted. You may have two 2" x 2" x 6" brackets off the front side of the halo bar and you are permitted three 2" x 2" x 6" brackets on the back side. You may use a gas tank protector. They can be 32" wide and extend to sheet metal.
4. You may use a bar from the roll over bar across the roof and connect to the dash bar. This bar must be 5" from any sheet metal.

5. Door bars may be no farther forward than the firewall and extend into the rear doors. On 4 door cars, they must stop 2" from the back of the door. On 2 door cars, they must stop 3" from the rear wheel well on the body. The rear of these bars must be free floating and may not attach to the body. You may have gussets in the cage at the corners.

### **ENGINE, TRANSMISSION, & DRIVETRAIN**

1. Engine swaps are permitted but no form of mounting the engine and transmission may strengthen frame or body.
2. You must use a frame mount to attach the engine to the frame. Aftermarket mounts are permitted (Overkill, ZTR, and Ski Inc. bar style type mounts are permitted). The engine can be welded in solid but no more than 8" x 8". No chains are permitted to the engine. Nothing may be welded to the frame rails. Engine mounting must weld only to the cradle under engine.
3. External headers may be used straight up through the hood only. Radiators may be removed but can not be relocated in the vehicle. Radiator overflow must be pointed down to the ground. Bolting of the subbracing of the hood is permitted if the hole is cut in the hood but shall not exceed eight ½" bolts in the hood.
4. Distributor protectors and engine cradles are permitted. Mounting of these may not strengthen the car in any way. Nothing on the engine may be wider than the stacks. Fan guards are not permitted.
5. Transmission protectors are permitted. They may not attach or brace to the cross member, frame, or any part of the cage components. A transmission blanket is recommended. An OEM transmission cross member or 2"x 2" x 1/4" box tubing is permitted but it has to go straight across from frame rail to frame rail in the factory location of the transmission. The cross member can not be angled in any way. They must run straight across with a 7" x 2" x 1/4" mounting bracket to the frame rail. Skid plates are permitted. They may be one piece from the engine to the transmission. They may not extend past the oil pan or transmission pan. Don't connect to the transmission cross member. No bolting or welding the skid plate to the frame. The transmission mount may be bolted or welded in.
6. The original gas tank must be removed and replaced with a boat tank or fuel cell only. It must be moved inside of the car behind the driver's seat but no further back than the rear axle. no ratchet straps may be used on the fuel tanks. They must be securely fastened with bolts and metal straps. No stock tanks inside of the car.
7. Batteries must be moved to the passenger side floorboard and securely fastened.
8. You may run an electric fuel pump, but you must have an on and off switch clearly marked.
9. All fuel lines must be secure and leak proof. Any method of mounting the tanks can in no way strengthen the car.
10. Any stock type radiator is permitted and must be mounted in the stock location. You may float your radiator using #9 wire, bungee straps, or anything of that nature in a maximum

of 3 spots. If using a steel fan, it must be a clutch fan and be covered with the hood. Plastic solid and electric fans are permitted.

11. No chains to the engine are permitted. No water coolers or overflow bottles are permitted. It must be a factory car radiator or an OEM replacement only. Auxiliary transmission coolers are permitted. They must be covered and securely mounted.
12. No radiator protectors or fan protectors are permitted.