

2023 Relic Rules

Any 1963 & older full size hard top car or station wagon is permitted. No 1964, 1965 ,1966 Imperials are permitted. Any other year Imperial is welcome.

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 recommended. It cannot 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.

CAGES & BUMPERS

1. Bars must be sheet metal to sheet metal. The bars must be single bars and can not be stacked or doubled. They must be at least 5" from the center of the fire wall and floor at any point including the transmission and driveshaft tunnels. The back bar may not be any further back than the kick panels. The front bar may not contour the body. It must run straight across. All bars must be inside the driver's compartment except for the roof bar. All cage bars must be a minimum of 2" x 2" x 1/8" and be no bigger than 3" x 3" except the side bars. The side bars may be C-channel up to 6". The side bars can be no longer than 60" total. If the side bars are used, you must have both the front and rear cross bars. If the side bars are not used, mounting plates not exceeding 1/4" x 6" x 6" may be used on the ends of the seat bar and dash bar. A roof bar (halo) may be used. It must go straight across and straight up and down and may be bolted or stitch welded with 1" welds in three places to the roof only. The halo bar must come off of your rear seat bar (Max: 3" x 3" bars or 6" C-channel). You can have 4 down legs from the cage to the floor sheet metal. You are permitted 2 down legs per side and they must be straight up and down and not connected to the frame in any way. The cage and roll over bar are for the drivers' safety only and may not strengthen the car in any way. Your battery box or gas tank can attach to sheet metal only. One gusset per corner is permitted. Do not get carried away or you will cut it. No floating plates, #9 wire, chain, etc. can be used between the cage and the frame or body.
2. One windshield bar or chain may be attached from the roof (no more than 3" up the roof) to the cowl area (no more than 3" below) on the front windshield area only to protect the driver. This may not be used as a strengthener or to keep a car from bending.

GAS TANKS

1. The original gas tanks must be removed completely. Fuel cells or approved boat style tanks must be used. The tanks must have secure leak-proof fittings. If it is a plastic fuel tank it must be bolted or welded to sheet metal in a steel structure. No stock fuel tanks are permitted inside of the car. If you move the fuel cell to the inside of the car it must be securely fastened to the floor with bolts and/or #9 wire and you must remove the stock tank from under the car. Ratchet straps are not approved to mount the fuel cell.
2. Tanks must be located behind the front seat and must be securely fastened with chains, bolts, or both. Zip screws are not acceptable. If you choose to use a frame for the purpose of mounting your gas tank, it may either be mounted to the seat bar or bolted to the floor sheet metal. All gas tank frames/mounts may be no wider than 24" and must start and end 4" away from vertical sheet metal on both used and fresh cars. Gas tank mounts may not be used as a technical advantage on a car.

3. You may run an electric fuel pump, but it must have a kill switch that is clearly marked. Please use fittings or good hose clamps and make sure they are tight.
4. No more than 5 gallons of fuel is permitted. Any gas or fuel may be used.

BRAKES & STEERING

1. A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during an event will be disqualified.
2. Steering may be altered from the steering box to the steering wheel.

TIRES & RIMS

1. No studded tires are permitted. No liquid or concrete filled tires are permitted. Any ply rating, foam filled, doubled, etc. is permitted. Only rubber tires are permitted.
2. All wheel weights must be removed, including on the inside of the wheels.
3. Valve stem guards and variable lug centers (no full centers) are permitted.
4. No bead locks, rim guards, or full centers are permitted.

BODY & FRAME

1. All body mounts must remain in the stock locations. If OEM body mounts are used, the portion of the OEM mount between the frame and body can not be altered including the metal cone inside of the rubber mount. If you chose to replace the OEM body mounts, the OEM mounts may only be substituted with an actual rubber hockey puck (no homemade plastic or metal spacers are permitted). They must be positioned in the original location and with the same intent as the factory installs them but the bolts may travel through the top of the floor. Body mount bolts may be replaced. The maximum allowable size is 5/8" and the maximum length is 8". A washer no larger than 1/4" x 4" x 4" may be placed on the top (inside the car where the bolt sticks through the floor) and bottom of the body mount bolts inside of the frame. No welding washers to the car body or frame is permitted. Do not add or relocate and body mounts and/or bolts. K-member and subframe mounts are considered body mounts. The maximum size of the K-member or subframe bolts permitted is the OEM size for that vehicle. Compact cars with subframes and full size subframe and pinch-frame cars may replace the OEM mounts with hockey pucks.
2. Notching and pre-bending is permitted. Do not weld notches back together. Do not "enhance" or crease body lines.
3. You will be permitted one 3/8" chain in the back window area. It is to be bolted no more than six links up on to the roof and no more than six links on to the deck lid. It can be fastened with as many as three 3/8" bolts and washers on the roof and three 3/8" bolts on the deck lid.
4. You are permitted two spots of #9 wire going from sheet metal to sheet metal but only inside the car no more than double wrapped.
5. No post cars are permitted. One 1/4" x 4" strap directly on the door seam to the roof can be welded no more than 3" up the roof line and no more than 3" down the door.

6. Wedging and lowering of the trunk area is not permitted. Trunk lids may be cut or bent to tuck. The quarter panels must remain vertical and the factory height. If you tuck the trunk, it must go straight up and down to the trunk pan.
7. Do not paint or undercoat the frame inside or out. Do not grind or buff the frame.

HOODS, TRUNKS, & DOORS

1. The hood must have at least a 10" x 10" hole on each side of the air cleaner in case of a fire. The hood/trunk cutout bolts may be used. You are permitted 6 per hole, no larger than 3/8" bolts and 1/4" inch washers. If you are using the engine driven plastic fan, the hood must cover the fan and extend 6" past the fan blade. The hood may be secured in one of three ways (no combination of the options will be permitted):
 - a Four spots with 3/8" chain
 - b Four spots with three strands of #9 wire
 - c Four pieces of no more than 2" angle iron no longer than 2" in length with one 3/8" bolt. Two spots ONLY may wrap around the bumpers. Any place a bolt passes through a tie-down is considered one spot.
2. The doors and trunk lids may be welded 5" on 5" off with 3" x 5" x 1/4" strapping. The drivers door can be welded all the way around with an 1/8" door skin or you may use 8 double stains of #9 wire per door and deck lid.
3. All hoods must open on the stock hinges or be removed completely for inspection regardless of the cutout size. You can not weld the hood directly to the car.
4. All rear inner decking panels must be removed from station wagons. All body seams must be visible for inspection whether it is a preran car that is bent or a fresh car that is prebent. All trunks must have an 8" x 8" hole cut out for inspection.

BUMPERS

1. Any bumper is permitted except a Chrysler replica bumper. If you choose to use an OEM Chrysler pointy, everything must be done inside of the bumper without manipulating the bumper skins. No exceptions or you will not be permitted to run. You may cut or bend bumper ends for clearance.
2. You may use a loaded, seam welded front bumper only. Bumpers are permitted to be stuffed in the inside only. No added metal to the front or back of the bumper is permitted. Bumpers without factory backs are permitted a 5" x 5" x 3/16" bumper straight across with the factory skin welded to it.
3. You will have 6" from the back of the bumper skin to do whatever is needed to keep the bumper on. Any added metal must be no thicker than 1/4" and no taller than 3" and must attach to the bumper. You can not weld your frame to your subframe or to the extra plates. Any welds, extra bolts, etc. will be in violation of this rule and you will not have a chance to cut or fix it. It will be an automatic inspection fail and you will be loaded on the trailer. Any abuse of this rule will get you loaded. The welds used to hold your plate

on may not exceed 1/2" wide and a single pass. Please call if you do not understand or have a question.

4. Bumpers may be chained or wired to the car body. If chains or wire pass through the hood or trunk, they will be counted as tie down spots. No more than 2 may pass through the trunk, hood, core support, or any other sheet metal. No welding bumpers to bodies is permitted.

ENGINES, TRANSMISSIONS, & DRIVETRAIN

1. Engine & transmission swapping between manufactures is permitted. Do not strengthen the frames or crossmembers with mounts. Motor mounts may be bolted or welded to the cross member only. One engine chain per side may be used at a maximum length of 18" or closed loops no bigger than 3/8" chain bolted to the existing factory hole or wrapped around the frame only. Factory style transmission cross members must be used.
2. A lower cradle, front plate, and pulley protector is permitted and it must be bolted only to a factory style motor mount. Do not weld the cradles to the cross members.
3. Aftermarket shifters, gas pedals, ignitions switches, transmission coolers, electric fans, slider drive shafts, and throttle linkages are permitted. Transmission braces are not permitted. Do not use full plates under the floor, attach any accessories to the frame, or strengthen the car in any way with them.
4. Water only in the cooling system. Please drain antifreeze prior to arrival at the track. Any cooling system must be wired or bolted. No welding is permitted. Water boxes may be used but can not be secured with more than four 3/8" bolts using 1 1/4" inch washers.
5. The exhaust may exit under the car or straight up through the hood. Some type of air cleaner must be used. No open carbs are permitted.
6. Two batteries per car are permitted. Batteries must be mounted securely to the passenger side floorboard and covered with a rubber mat. We require metal frames bolted or welded to the floor or chains. Do not use zip screws, ratchet straps, or rubber straps. Do not strengthen the car with the battery box.
7. Distributor protectors and halo bars are not permitted. All large holes in the firewall must be covered with tin, heavy rubber, or fire-resistant material.

SUSPENSION & REARS

1. Any rear-end may be used provided it is from a car (5 lug or less). A rear end brace is permitted but it can't strengthen the frame in any way. The rear suspension may be solid. You may use 1" all thread with a standard nut for the rear suspension (1 shock per side).
2. The front suspension may be raised by using torsion adjustments, spring spacers, or a 3" x 3" x 1/4" plate on the front and back of the top A arm. This must be attached to the A arm. The front suspension may be solid. The shocks and springs may be from cars only. No welding of any suspension components to the frame or body is permitted except for the A-arm rule above. No plating or added metal will be permitted to strengthen springs, struts, etc. No truck parts are permitted.

3. Factory leafed cars must have factory spring packs with correct step downs. No more than two replacement clamps will be permitted on each spring pack. They may not exceed 1/4" x 2" x 5".
4. No suspension conversions except the airbags to coil springs. The trailing arms must remain stock. This includes the watts link cars.