

Bettencourt Motorsports 2024

Angels Camp Rules

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The derby is open to any American made hardtop model stock car or station wagon. No commercial vehicles, convertibles, coupe utility, pickups, SUV's, four-wheel drive, or foreign type car. No pre 1973 Chrysler Imperials or LeBarons. 1974 and newer are allowed. Previously run cars are allowed if they meet the rules.

Remove all glass, plastic, chrome, exterior mirrors, lights, grills, gas tanks, trailer hitches, rear seats, and flammable material. All preparations must be made prior to the arrival of the event.

We are an environmentally responsible promoter. We require that no antifreeze be used in your radiator, only water. Automatic transmission lines must be looped or run to a cooler inside your car. Stock gas tanks must be removed, these rules state required position and size. All drivers are responsible for cleaning their pit area before leaving.

These items will result in your vehicle not being eligible to race:

No siliconing, undercoating or painting of frames, interbody panels, inside trunks or tailgates, paint may only be on outside of vehicle body and bumpers. Your paint must be dry by inspection. Bumper height on new cars will be strictly enforced, you cannot manipulate any

surface to gain height. All vehicles with down bars will need to be cut prior to arriving. No welding of interbody seams or quarter panels. No welding body to frames.

No obscene or vulgar language on car.

No Rebel flags allowed.

No cars will be allowed in the gate after 4pm and all cars must pass tech by the drivers meeting. No exceptions

Bumpers and Brackets

1. You can use any 5-mph bumper or homemade bumper on any car.
2. Bumper seams may be fully welded. No filler rod is allowed.
3. Bumpers may be trimmed and/or flipped.
4. Homemade bumpers may be made from 4" W X 6" H X ¼" mild steel square tubing and must be hollow all the way through. You must (mandatory) cap the end of the tubing on each side with ¼" metal, must have a 1" hole for inspection. Bumpers must be square with no sharp points on the ends. You may add a point onto the front of the square tubing. Metal must be placed on the front side without overlapping the top and bottom. Must be made from ¼" flat plate measured from the center of the square tubing 4" out to start your point. The point may not be flat, it must come to a point. The length of the point may be a maximum of 12" per side. Must have two 1" holes drilled in it and the point must be hollow. Homemade bumpers cannot extend past the center (middle) of each front tire on either side.
5. Bumpers may be hard-nosed. Brackets may be welded to the frame and the bumper. No filler rod or metal may be used. Any stock automotive brackets are allowed; bumper shocks may be collapsed and welded, no filler rod. Brackets in the front and rear may be no longer than 12" in length. We will measure from the tip of the frame to the end of the bracket. If you have any questions on bracket length, please call.
6. Homemade brackets are allowed. 12" L X 4" W X ½" thick flat plate or 12" L X 2" X 4" X ¼" thick square tubing/ channel.
7. No mix matching automotive brackets. No modifications to automotive brackets, if you cut it off, leave it off.

8. Brackets may only be welded to the outside of the frame unless they came on top of the frame originally. No bumper may be welded directly to the to the body.
9. Bumpers may be no higher than 20" from the bottom of the bumper and no lower than 12". Used car bumper height; will be at the official's discretion.

Radiator and AC Condenser

1. Radiators must be stock automotive radiators. Radiators must be brass, copper or aluminum.
2. No homemade steel radiators or steam tanks.
3. The radiator must be in stock position. Radiators may not be welded in.
4. Ratchet straps, bailing wire or bolts may be used to secure the radiator.
5. You may weld two straps made of 2" x 1/8" flat strap vertically straight up and down from bottom of the core support to the top of the core support; and you can weld 2" on top and bottom of each piece of flat strap to secure.
6. No radiator protectors.
7. You may only use one AC condenser in front of the radiator.
8. The AC condenser may be bolted with four 3/8" bolts, with washers no bigger than 1" or welded 3" per side with no added metal.

Engine and Transmission

1. Engine swaps are allowed. Engine setbacks are allowed. Heads must be in front of the firewall.
2. You may cut a hole 12" L X 12" W in the fire wall for the distributor. The hole must be properly covered.
3. Aftermarket engine cradles are allowed. No full-size engine cradles. You may only use the front motor plate that connects to the heads and lower cradle with the pulley protector. 1/2" header flanges are allowed and can only connect to the front plate and to the back of the heads. No mid plates are allowed. No part of the lower cradle can go past the middle of the oil pan.
4. No distributor guards are allowed. No carburetor protectors are allowed.

5. Motor mounts may be welded to the frame. No rear motor mounts. Only 2 motor mounts may be welded off the bottom of the motor (1 per side of engine). Total weld of 5" vertical and 5" horizontal per side of engine. This does not mean 10" horizontal because you have no vertical weld.
6. Two head straps (1 per side of engine) from heads down to the frame are allowed, may not be kicked back, but may be kicked no further than 3" in front of the furthest point of the A frame.
7. Head straps may only be welded to the frame a maximum of 4" and may be only a 2" X 2" X ¼" thick flat strap or angle iron. You may not add a platform. Head straps may only be welded straight to the frame and cannot go inside of the frame.
8. 1957's and newer Fords and Mercurys may weld 4" to inside of spring pockets to make a motor mount platform, metal may only be 4" X 4" X ¼" flat strap if they have no motor crossmember.
9. Electric fuel pumps are allowed, they must have a shut off/kill switch for the fuel pump.
10. Transmission coolers are allowed.
11. Homemade cross members are allowed maximum 2" X 2" X ¼" thick square tubing. No bolting or welding of transmission cross member to the body. Can only be mounted how the factory cross member was.
12. Standard transmissions are allowed. Slider drive lines are allowed.
13. Aftermarket gas or brake pedals and cable shifters are allowed. May be bolted or welded to the floor. Shifter may be bolted to the floor or transmission.
14. No transmission braces are allowed. No transmission skid plates are allowed. No reinforcement of transmission. Steel or aluminum ultra-bells are allowed.
15. 2003 and Newer Crown Vic's motor mounts can come off the two side bolts that mount the suspension to the frame or the stock motor mount bolt holes. The mount plates must be two different pieces and cannot be welded to each other or the frame or touching each other.

Suspension

1. Stiff suspension is allowed. A-arm may be welded maximum 4" per side of A-arm to the frame, with 2" X 4" X 1/4" flat strap. Strap must remain in the footprint of the upper A-arm or use chain, a total of 2 chains per upper A-Arm. This means one on each side of each upper A-Arm. You can use no more than 7 links of 3/8" standard chain. Only the end links can be welded to the frame and A-Arm.
2. A-arm may be welded to the frame in the center or the sides, not both. If welded in the center, you must be able to see underneath the A-arm.
3. Tie rod stiffeners are allowed. No welding metal in the springs to raise the car. Spring/Twist spacers may be used.
4. No strut bars to the A-arm to the frame.
5. No re-enforcing suspension. No swapping suspension must be original to the year/make/model.
6. Leaf springs must be stock. No after mark springs.
7. No shortening of leaf springs.
8. No leaf on top of the main leaf. No extra leafs, no tape or welding on springs, no motorhome leaf springs.
9. Two spring clamps per spring are allowed, no wider than 2 1/2", no welding clamps to the frame.
10. No coil leaf conversions.
11. 1960's and newer Fords and Mercurys may re-shackle leaf springs with any stock car shackles.
12. No homemade shackles.
13. 2 (1 per side) Bump Stops are allowed. 2"x2"x 1/4" Square tube used. Can only be welded to the top of the rear end and bottom of the frame. Can not go up the sides or inside of the frame at all.
14. Coil springs in the rear may be welded to the rear end. You cannot bolt the springs through the frame to the body.
15. No welding K-frames on Chryslers.
16. 2003 and Newer Crown Vic's front frame and suspension must remain 100% stock from the factory.

Hood

1. You can use four hood bolts with a maximum 6" X 6" X ¼" thick gussets, bolts may only be a maximum of 1" thick, washers may be no bigger than 4" and must be free floating. (Your hood can be held down with no more than 4 points of contact.)
2. If hood bolts are not used, four chains may be used, no more than ½" thick is allowed. Chains may not wrap the frame or bumper. You can use hood bolts in combination with chains. (Your hood can be held down with no more than 4 points of contact)
3. Four ¾" bolts, with washers no bigger than 1" are allowed to bolt the inner to the outer hood when hole is cut out for headers and carburetor.
4. A hole is required in the hood above the carburetor in case of a fire. Minimum 12" X 12".
5. No welding the inner to the outer hood.

Safety Bars

1. Two Side bars are mandatory. They may be a maximum of 14" X 2" C channel and a **minimum of 6" X 2" C channel or equivalent**. Must be 3" from the firewall and may touch hump/wheel wells and have a 4" gap from the floor.
2. Minimum of 2, and a maximum of 3 Cross bars no bigger than 6" X 4" square tube or pipe. Gas Tank Protectors are allowed in place of a 3rd cross bar. All cross bars and gas tank protectors must have a minimum of 4" gap from any sheet metal.
3. Front cross bar must be 10" from the firewall and cannot connect to the firewall. Front cross bar is mandatory.
4. Middle cross bar must be behind the driver's seat, within 6" of the seat. Middle cross bar is mandatory.
5. No down bars are allowed.
6. Halo bars are allowed and must be within 6" from the middle cross bar or driver's seat location. Halo bars must be in vertical position (90°). Halo bars may be welded to cross bars only, not to the floor or the roof. Three ½"-bolts with washers no bigger than 3" may be used vertically to bolt the halo to roof sheet metal only.

7. Adding posts are allowed if the car did not originally come with posts. Posts may be welded to the door bar to the top of the car.
8. Halo bars cannot be used in combination with adding a post.
9. No welding cage to frame, floor, or sheet metal.
10. Two front window bars are mandatory. 2 bars may be used in rear windows. Window bars may not be welded to the trunk or hood. Bars must be positioned in the window seam area. Window bars may be welded no more than 4" on roof and 4" on the cowl. 2" maximum material may be used as a bar. No connecting the window bars to the cage.
11. No front or rear kicker bars.
12. Driver's seat may be welded or bolted to the floor. Driver's seat cannot be welded or bolted to the frame. No plate is allowed under the driver's seat.

Batteries

1. Two automotive type batteries are allowed for the motor. Motor batteries are only allowed on the front passenger floor.
2. Third battery may be used for transmission cooler or electric fan only.
3. Batterie trays must be securely bolted or welded to the floor. No milk crates.
4. Battery trays cannot be bolted or welded to cross member or frame.
5. Battery trays cannot cover any body bolts.
6. Batteries must be properly covered.
7. Battery trays cannot be welded to the firewall or the door bars.

Gas Tank

1. Maximum 10-gallon tank. Must be metal.
2. Must be bolted or chained securely to the floor or cage, not to the frame.
3. Must be placed behind the driver's seat.

DOORS

1. All doors may be welded solid with $\frac{1}{2}$ " thick filler rod or 2" X $\frac{1}{4}$ " thick flat strap. Outside door seams only.
2. No extra metal or plate is allowed on the outside of the doors.
3. No welding the inside of the doors.
4. The window opening on the driver's door only may be pinched and welded with no filler rod or added metal.

Trunk lids and Tailgates

1. Trunk lids may be welded 12" per seam, with $\frac{1}{2}$ " thick filler rod or 2" X $\frac{1}{4}$ " thick flat strap.
2. Trunk lids may be tucked in (50% in stock location) or canoed and cannot be welded to the floor of the trunk. If canoed, must have 10" gap from trunk floor to trunk lid.
3. Trunk lids must have a 10" X 10" hole for inspection. You may bolt the inner to the outer trunk lid with four $\frac{3}{8}$ " bolts with washers no bigger than 1" where you cut out the hole for inspection.
4. You may weld the tailgate of a wagon 12" per seam, with $\frac{1}{2}$ " thick filler rod or 2" X $\frac{1}{4}$ " thick flat strap.
5. No deck lids in wagons, they must be removed.
6. You cannot weld the inner to the outer trunk lid. No inner seam welding inside the trunk.

Rear end

1. Rear-end swaps are allowed. Any 5 lug or 8 luge rear end is allowed.
2. Rear end braces and axel savers are not allowed. Pinion brakes are allowed.
3. Locked rear ends are allowed.
4. Shortening or lengthening trailing arms are allowed for pinion angle. No re-enforcing trailing arms.

5. Chaining rear end to frame is allowed, no welding chain to frame. No welding links together. Chain is only allowed one time around frame to rear end with bolts. No chain can go through the body unless the car is a unibody. Chain may be no longer than four feet and $\frac{1}{2}$ " thick.

Tires & Wheels

1. Any ply and mud grips are allowed. Wheel size may be no bigger than 15". No solid tires.
2. Valve stem protectors are allowed. Valve stem protectors must be welded securely.
3. No zip screwing rims to tire. No bolting rims to tires. No bead locks.
4. Lug nut size may be no bigger than 1".
5. Wheels must be factory car wheels.
6. Wheels may not be reinforced.
7. Universal centers are allowed, must not go $\frac{1}{2}$ " past bolt holes, must be welded. Cannot use filler rod or added metal. No full centers.
8. Wheel seams may be welded and shortened down to 5" with no filler rod or added metal.

Fenders and Quarter Panels

1. Fenders may be cut out.
2. Fenders are allowed to have six $\frac{3}{8}$ " bolts, with washers no bigger than 1" above the tire to secure the inner to the outer.
3. Quarter panels may be cut out and rolled.
4. Quarter panels are allowed to have six $\frac{3}{8}$ " bolts, with washer no bigger than 1".

Body and Frame

1. Body to frame hardware and bushing must be stock. No changing body bolts.
2. You may not remove rubber pucks between the body and the frame.
3. No frame repair is allowed. No seam welding or plating frame. No pinning or running bolts through existing holes on frame.

4. Frame notching is allowed. No welding the body to the frame.
5. Hammering of the frame is allowed, only above the humps.
6. No tilting of any vehicles.
7. Frame cannot be painted or undercoated. No painting underneath the vehicle.
8. Hammering or creasing of the body is allowed. Quarter panels must stay vertical.
9. No manipulation of firewall or speaker deck.
10. Front frame horns may be shortened to the core support or the furthest forward body mount, whichever is furthest forward.
11. Frame Rails must be connected to each other; single protruding frame rails will not be allowed for driver safety.
12. No Sedagoning at any time is allowed.

Rust Repair

1. Floors in cars may be repaired with metal the same thickness as it came originally. Overlapping of repair may only be up to 1" past the rust spot. Take pictures of rust before repair.
2. Station wagons only; if the window seam is rusty, you may pinch it together and weld 1" and skip 3", with a maximum of 1" X 1" X 1/8" flat strap.
3. If you have any other rust repair issues than mentioned above, please contact officials. Take pictures before the repair.

Personal Safety

1. Full face helmets are required.
2. Minimum of 1 lap belt is required.
3. Four-point harnesses are allowed.
4. Long-sleeved shirts and pants are required. No short sleeve shirts or shorts.
5. You must have a fire extinguisher on hand in the pits.
6. No alcohol, firearms, or drugs are allowed in the pits. Zero tolerance.

Car Numbers

1. Driver, passenger sides and roof of the car must have a car number visible, minimum of 16" tall.
2. Roof signs are allowed but not required. Roof signs may not reinforce the car in any way.

Disqualifications

1. Teaming will result in disqualification for all parties.
2. Sandbaggers will be warned the first time with a flag; the second time will result in disqualification.
3. Driver door hits are not allowed, the first time will be a flag warning, and the second time will result in disqualification.
4. We have a two-fire rule. Will be discussed at the driver's meeting.
5. If cars do not pass re-inspection after the main event, it will result in disqualification.
6. Unsportsmanlike conduct may result in disqualification.
7. Being timed out for more than 2 minutes will require shut off.
8. Drinking or fighting in pit area drivers or pit crew at any time will be kicked out and suspended for a year.
9. Unsportsmanlike conduct to any officials or drivers will not be tolerated and will result in an automatic one-year suspension.
10. Suspensions result in loss of driving and pit privileges.

Inspection/Tech

1. You will have two chances to pass tech.
2. If your car does not pass on your second time through tech, you will not be allowed to race.
3. Driver and 1 pit member can be in the inspection area.
4. Your paint must be dry before your car goes through inspection.
5. If you are in the money, be prepared to have your car pulled out of the arena for a post derby inspection. Please have your torch ready and available.

6. Anything after the Main Event found illegal on your car will cause disqualification.
7. Any pit people arguing with officials will also be grounds for disqualification.
8. One support vehicle per car is allowed in the pits and there are no trailers.

Disclaimer

1. If it is not stated in these rules, it is not allowed.
2. Please call Dan Bettencourt 209-286-9244, if you are unsure about rules.
3. Please do not assume any rules; it may result in disqualification of your car to race.