

## **FULL THROTTLE PROMOTIONS 2025 IMPERIAL RULES**

### General Rules:

\*\*\*If the vehicle does not pass inspection or driver is unwilling to change the vehicle to pass inspection - absolutely no refunds!!

1. Ages 14 –17 must have a notarized permission slip.
2. 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.
3. NO sandbagging or holding!!! You will be disqualified!!!
4. You are given 20 seconds for aggressive hits, 1 minute for restarts and 1 minute if you are hung up.
5. Vehicles are subject to re-inspection before any prize money is handed out.
6. All vehicles must be stock unless modification is stated in the rules.
7. All glass, plastic, chrome, and interior must be removed from the vehicle before arriving to the derby.
8. You must have a visible roof sign with car number on it
9. Driver must have a long sleeve or non-flammable jacket, pants, closed toe shoes to wear while driving in the event.
10. If you are running an electric fuel pump – it must be hooked up to your ignition switch – so when your car shuts off – it shuts off.
11. If the vehicle does not pass inspection or the driver is unwilling to change the vehicle to pass inspection - absolutely no refunds!!

### **Frames**

1. Full Frame and Sub Frame Imperials allowed. Sub Frame swaps are allowed only to other Mopar Sedans. No Wagons, Full Frame cars, etc. IF this is done in an excessive manner, the car will stay on the trailer.
2. No welding of anybody or frame seams, unless otherwise noted.
3. No welding of any frame seams, brackets, crossmembers, etc.
4. Factory body bolts may be replaced with  $\frac{3}{4}$ " x 8" MAX body bolts, with a maximum of a 4"x4"x1/4" washer. NO welding washers to frame, body, or floor. You may add 2 bolts in a location of your choice. IF there is a factory spacer between the body and frame, that spacer must stay, no bolting tight.

**Full Frame** cars may shorten the front frame. Must be no less than 17" from engine crossmember. Y's must remain open on the top and may be welded on the bottom with a  $\frac{1}{4}$ " plate no further back than the close of the Y. Abuse this, you'll cut.

**Sub Frame** cars may weld K frame to main frame, using filler material. 4" in front of the A arm, and 4" behind the A arm per rail.

Fix plates- you will be allowed a max of 8 total plates for repairs. Plates can be a max size of 4x6-1/8, plates must be on bends and remain flat on frame rails only.

## Bumpers

Front Bumper height 22" MAX to bottom of frame.

Rear bumper height 20" MINIMUM to bottom of frame.

You're allowed one of two different options for bumper:

1. You may put a 4"x4" beam behind the stock tin bumper.
2. You may run a loaded factory bumper. No Chrysler Pointy Bumpers, or manufactured bumpers.
3. Bumpers may be welded directly to frame with no added material, or you can use the factory bumper bracket for the exact make and model car you are running. The brackets may be welded in their factory location.

## Steering & Front Suspension

1. All steering and suspension components must be factory for that make and model car. Hubs may be changed from other Imperial cars to utilize a different bolt pattern wheel if desired.
2. You may use modified or aftermarket steering columns from the steering box, to the driver's area.
3. Front suspension may be welded solid at the A-arm only. (2) 2"x6"x1/4" plates allowed per A-arm. You may use a 3/4" rod in place of the front shock, with no welding or large washers hiding shock "pocket". No modifications allowed to torsion bars, sleeves, pockets, etc.

## Rear Suspension

1. Rear springs must be factory thickness and stagger, 7 springs max per pack. You may use (6) 2" wide spring clamps per pack. All shackles, hangers, etc. must be the
2. You may use any 5 or 8 bolt rear end of your choice. No extra bracing, axle savers, etc. You may use a pinion brake, but no mounts may strengthen the housing.
3. You may use "Postal Mopar" style perches, but you may only use 4 bolts per side.
4. Rear End may be chained or wired AROUND the frame in one location per side. This may NOT be fastened to the frame in any manner.

## Body

1. Full Frame Imperials may weld 2-piece fender seams on the TOP only, with no added material. 72+ Sub Frame cars may also weld the 2-piece fender seams, with no added material.

2. Doors may be welded shut with (2) 4"x6" patches per seam. Drivers door may be fully seam welded, with reinforcement inside and/or out, for drivers safety only.
3. Hood and Trunk Lids must stay bolted to hinges in factory location. Hoods and Fenders may be folded over the core support. If you choose to fold fenders over, you're allowed (6) 3/8" bolts to hold it back together, or welding with no added material.
4. Trunk Lids may be tucked, but at least 50% must stay in factory location. You may bolt the trunk lid in 2 spots using 3/4" rod with no larger than 6" washers, either through the frame, or welded vertically to the side. You may also weld (2) 4"x6" patches per seam.
5. Sub Frame Imperials may run a rear window bar, with a 6" plate at each end, from the roof to the front trunk seam.

### Interior

1. All cage material must be under 6" diameter MAX. Door Bars may extend no further back than 6" behind rear door seam, and no further forward than 6" forward of front seam.
2. Cage must be attached to sheet metal only, nothing connected to the floor, frame, body mount washers, etc. . A window net will be allowed on the driver's side. 2 windshield bars are allowed max of 2 inch by 2 inch material without exceeding 5 inches past the window opening. Rear window bar cannot exceed 2"x2" square tube or angle iron, no further than 5" from the rear window opening (top & bottom). No other bars allowed in window openings.
3. Batteries, Fuel Cell, Trans Cooler, etc may be either bolted to floor tin, or attached to the cage, NOT BOTH! Pedals may be bolted and/or welded to the floor, but must not add strength.
4. If you choose to build and run a Fuel Cell Protector, it must be a minimum of 4" from any sheet metal.

### Driveline

1. May use engine and transmission of your choice, mounted in factory location.
2. Engine may have full front plate, lower cradle, and pulley protector. No distributor protectors, mid plates, full cradles, etc.
3. Transmission must be mounted with one mount point on factory crossmember.
4. Engine may be welded down at factory mounts, or cradle may be welded to the center of the crossmember, not to add strength to the car. You're allowed 2 more mounting points between the pulleys, and the front spark plug using 4" material, welded to the K member or top of the frame.
5. Must run a radiator, in the stock location. No radiator guards. You may add mounts to the core support for mounting radiator, using 1/8" material.
6. You may run the wheel and tire of your choice. Air filled only, no foam. NO BEADLOCKS